SEPA Environmental Checklist

Lakewood Station Access Improvements Project

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SOUNDTRANSIT

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	Area of Impacts
BMPs	Best Management Practices
CO	Carbon Monoxide
CO_2	Carbon Dioxide
DAHP	Washington Department of Archaeology and Historic Preservation
dBA	Decibels
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
I-5	Interstate 5
ID	Identification Number
JBLM	Joint Base Lewis McChord
Ldn	Day-night equivalent sound level
Leq	Equivalent sound level
LMC	Lakewood Municipal Code
MSATs	Mobile Source Air Toxics
MTCA	Model Toxics Control Act
NMFS	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System
NPMS	National Pipeline Mapping System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
P&R	Park and Ride
PM	Particulate Matter
ppm	Parts per million
ROW	Right-of-Way
SEPA	State Environmental Policy Act
STIP	Statewide Transportation Improvement Plan
SWPPP	Storm Water Pollution Prevention Plan
TESC	Temporary Erosion and Sediment Control
USGS	United States Geological Survey
VMT	Vehicle miles travelled
VOC	Volatile Organic Compound
WAC	Washington Administrative Code
WDFW	Washington State Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

PROJECT OVERVIEW

Sound Transit (Central Puget Sound Regional Transit Authority) proposes to provide access improvements to the Lakewood Station along the Sounder South Commuter Rail line. Access to the Lakewood Station and the surrounding area would include improved walking, bicycling, parking, and bus facilities. Other proposed improvements include new and updated sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and bike lanes. Sound Transit is reviewing this project under the State Environmental Policy Act (SEPA). The environmental review evaluates project impacts along with potential measures to avoid, reduce, or mitigate those impacts.

The proposed Lakewood Station access improvements were identified through an alternatives analysis conducted in 2021 for the project (Sound Transit 2021). The alternatives analysis identified two tiers of projects: those identified as Potential Improvements (herein titled Priority 1 projects) and those identified as Possible Alternates (herein titled Priority 2 projects). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities
- Addresses a substantial travel barrier
- Located within proximity of the station

For the purposes of this environmental analysis, all Priority 1 and Priority 2 projects are included in this SEPA checklist and environmental review.

SUMMARY OF ENVIRONMENTAL ELEMENTS

Earth

The project area is essentially flat with very little elevation gain. Similarly, soils in the area are uniformly composed of Spanaway gravelly sandy loam. The soils are very resistant to erosion and are stable. The project area does not include seismic, landslide, steep slope, or erosion hazard zones and is conducive to urban development. Project-designated Best Management Practices (BMPs) for erosion control would result in minimal or no issues related to erosion during construction. The only improvement that would disturb more than 1 acre is the Northeast Surface Parking Lot C, and a National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit and Stormwater Pollution Prevention Plan would be required from Ecology. The project would result in approximately 148,100 square feet of new impervious surface (related to the Northeast Surface Parking Lot C and the new trail along the Sound Transit rail line).

Air

Construction activities would result in short-term emissions such as dust from soil disturbance and vehicle exhaust from construction vehicles and equipment (e.g., carbon monoxide, sulfur dioxide, nitrogen oxide, and particulates). The improvements would be constructed over a longer timeline (five years), and individual improvements would be constructed over a very short timeline (months). Thus, localized effects are unlikely to notably impact air quality. There may be some temporary (approximately one to two hours) odor impacts at adjacent properties

related to paving the new surface parking lot. Some greenhouse gases and mobile source air toxics would result from use of vehicles during the construction and operation phases; however, these would not cause a deterioration in the air quality standards. The project could support long-term air quality improvements by providing non-motorized access opportunities.

Water

While there are wetlands, a stream (Clover Creek), and floodplain in the project area, these would not be affected by construction or operation of the project. The project would improve the control of stormwater runoff because many of the areas around the project improvements currently have no facilities for stormwater control and the project would add collection and treatment (infiltration) facilities to the project area. The soils in the project area are conducive to infiltration, and use of this treatment option is a recognized sustainable solution. No hazardous waste would be discharged to surface waters or groundwater and the project would not affect drainage patterns. The project does not result in placing fill within the 100-year floodplain thus does not affect the storage capacity of the floodplain.

Plants

The project would be in a heavily urbanized environment, and there are few native plants in the area. A mix of landscaping, noxious weed species, invasive species, shrubs, and trees are located along the project areas. The proposed location of the Northeast Surface Parking Lot C contains several Oregon white oak trees, which are considered significant trees by the City of Lakewood. Although the city designates Oregon white oaks a priority wildlife habitat, these trees are isolated from other oak stands or critical areas and are unlikely to provide significant wildlife habitat or function as a wildlife corridor. The project would comply with requirements for replacement of the Oregon white oak trees if tree removal is needed. There are no listed threatened or endangered plant species on or near the project. The project would replace any removed landscaping and proposes adding landscaping for a number of areas, including the new trail along the Sound Transit rail line and at the Northeast Surface Parking Lot.

Animals

There is generally little habitat for animal species because the project area is highly urbanized and any existing habitat is fragmented. Thus, the existing habitat generally supports only small mammals, reptiles, and amphibians. The exception is Clover Creek, which supports two listed salmonid species, as well as other aquatic organisms. The project would have no impacts to Clover Creek or listed salmonids. There are no listed threatened or endangered wildlife species known to be on or near the project site.

Energy and Natural Resources

The project would require the use of electricity for electric vehicle charging, illumination, signals, rail crossing arms, and station upgrades (i.e., public address and security systems). The project's demand for electricity is not anticipated to adversely affect the supply of electricity and would not affect the potential use of solar energy at adjacent properties.

Environmental Health – Hazardous Materials

While there are a number of listed contaminated sites in the area (30 sites), the project would not affect any of these sites. The project is also located in the area of past contamination from the Asarco Copper Smelter that released arsenic, lead, and other heavy metals; however,

Lakewood and the project sites are located in the lowest predicted arsenic concentration area, which is below the threshold for required cleanup.

There is also the possibility that during soil disturbance unknown contamination could be encountered. However, the project requires a very limited amount of soil disturbance, there are no listed contaminated sites near the various improvements, and there are no underground hazardous liquid or gas pipelines in the area. In the event of discovery of unknown contamination, work in the area would stop pending further investigation and if necessary remediation.

During construction there is potential for inadvertent spills of fuel or other materials to occur especially during equipment maintenance or fueling. The contractor would be required to prepare and implement a spill prevention and control plan and, if fueling is proposed, to conduct any staging in areas that have containment measures in place. The project is subject to Sound Transit's safety and security certification process, which includes an evaluation of hazardous materials used during construction, testing and commissioning of facilities, and ongoing operations. Sound Transit has a policy to meet or exceed federal safety and security process requirements on all projects, including measures for controlling hazardous material usage during construction, as well as during operation and maintenance of the project.

Environmental Health – Noise and Vibration

Construction activities would produce noise and vibration lasting for the duration of construction. Due to the existing high level of ambient noise in the area and the five-year construction timeline for the improvements, it is not anticipated that construction would produce any adverse noise impacts. Similarly, construction vibration is not expected to produce any adverse effects because the proposed improvements generally would not be located close to existing structures (usually farther than 50 feet away). Because the project's proposed access improvements would not result in any increase in Sounder trips, operational sound and vibration levels would not change.

Land and Shoreline Use

Because most of the project improvements would occur within road and rail line right-of-way (ROW) and consist of non-motorized improvements, they generally would result in no change in land use. One vacant property would potentially be developed for the proposed Northeast Surface Parking Lot C, and a segment of undeveloped Sound Transit rail ROW would potentially be converted to a trail. The proposed project improvements are consistent with policies in the City of Lakewood's Comprehensive Plan and Station District Subarea Plan, as well as the zoning code.

Housing

The project does not provide or eliminate any housing units.

Aesthetics

The project would have temporary effects on views during construction, which would include construction equipment and vehicles, disturbed areas, and staged materials. The completed project would have no impact on views, and there are no identified sensitive views in the project area. The roadway project improvements (sidewalks, curbs, gutters, sharrow, etc.) generally have no effect on views themselves because they blend into the existing roadway environment. Improvements that would slightly change local views include improved transit stops, the new

Northeast Surface Parking Lot C, and the trail in the Sound Transit ROW. Landscaping is proposed in several areas including at the Northeast Surface Parking Lot C, the Sound Transit ROW trail, and in selected areas along other access improvements.

Light and Glare

There may be some temporary light produced during construction if night work is necessary. The project would add some luminaires along several of the project areas and at the proposed Northeast Surface Parking Lot C, thereby slightly increasing nighttime light. These luminaires would direct light downward to minimize any glare to drivers on the roads.

Recreation

The project adds a trail, sidewalks, and bicycle facilities, which are a benefit to recreation. The project does not adversely affect any existing recreational opportunities.

Historic and Cultural Preservation

The historic and cultural survey identified 18 historic properties (residences, commercial, and utility properties); however, none of the properties were recommended for listing on federal, state, and local registers. There is one recorded archaeological site within the project area, but the Washington State Department of Archaeology and Historic Preservation (DAHP) determined that is was not eligible for listing. Review of previous archaeological surveys conducted near the access improvements (i.e., within 0.25 mile) and the project's archaeological survey (pedestrian survey and shovel probes) revealed no cultural or archaeological resources present. Therefore, it is anticipated that the project would not affect any historic or cultural resources. If archaeological resources are encountered during construction activities, all work in that vicinity would stop, and the project's inadvertent discovery plan would be implemented.

Transportation

The purpose of the project is to improve access to the Lakewood Station. Although the project would increase vehicle trips (by approximately 50 daily trips) on the area roads to the station for use of the proposed Northeast Surface Parking Lot C and improved drop-off/pickup areas, these trips would not change the level of service on the local roads or at the modeled project area intersections. Thus, the project would have no adverse effects on transportation, but rather would have a beneficial effect on non-motorized travel to and from the station.

Public Services

If project construction requires any lane closures or detours, it has the potential to temporarily impact access for emergency service vehicles. The contractor would be required to maintain access for emergency vehicles and provide notification of potential lane closures or detours. Following construction, the project would not impact public services.

Utilities

During construction the project would require electricity and water service. The only utility required for the completed project is electricity. This additional demand for electricity would not have an adverse effect on the electrical supply in the project area.

A. BACKGROUND

A 1. Name of proposed project, if applicable:

Lakewood Station Access Improvements Project

A 2. Name of applicant:

Central Puget Sound Regional Transit Authority (Sound Transit)

A 3. Address and phone number of applicant and contact person:

Lesley M. Maurer, Senior Environmental Planner, Sound Transit
Office of Environmental Affairs and Sustainability
Union Station, 401 South Jackson St., Seattle, WA 98104-2826
206-553-3892

A 4. Date checklist prepared:

January 10, 2024

A 5. Agency requesting checklist:

Sound Transit

A 6. Proposed timing or schedule (including phasing, if applicable):

The Sound Transit Board of Directors would select the projects to be built after completion of the design and environmental review process. The project is currently scheduled for construction to occur between 2025 and 2030.

A 7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes. The Sound Transit 3 (ST3) Plan (Sound Transit 2016) includes projects to expand the capacity and enhance future Sounder South commuter rail service to meet the projected increased demand for Sounder S Line service due to increasing population and employment over the next 25-year period.

A 8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Sound Transit previously prepared plan-level and project-level environmental reviews that address planned regional high-capacity transit improvements, including improvements to Sounder Commuter Rail.

- Sound Transit's Final Environmental Impact Statement (EIS) on the Regional Transit Long-Range Plan (Sound Transit 2014).
- The portion of the S Line from Tacoma Dome to Lakewood, including the South Tacoma Station, was included in the Lakewood to Tacoma Commuter Rail EIS (Sound Transit 2002).

A 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications pending for governmental approvals directly affecting the property covered by the proposal.

A 10. List any government approvals or permits that will be needed for your proposal, if known.

- Washington State Department of Ecology National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit
- Washington State Department of Transportation (WSDOT) ROW General Permit
- Washington Utilities and Transportation Commission Approval
- City of Lakewood permits and approvals related to:
  - Grading
  - Parking Lot
  - Public Right-of-Way
  - Electric
  - Low Voltage

A 11. Give a brief complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project's purpose is to provide better walking, bicycling, driving, and transit facilities to improve access to Lakewood Station. The access improvements are needed to add bicycle lanes, missing sidewalk segments, ADA-accessible ramps, bus facility improvements, parking and station upgrades. The proposal consists of several individual improvement projects designed to improve access and connections to and from Lakewood Station.

Sound Transit has no plans for future additions to or expansion of this project. The access improvements project is related to the Sound Transit 2 Plan (ST2 Plan). The ST2 Plan was approved in 2008 and builds on the Link light rail lines and the region's investment in Sounder commuter rail and Sound Transit Express bus service.

Figure 1 shows the locations of the proposed access improvement projects. Each access improvement project has been given a letter and number identification (ID). Figure 2 shows the location of each improvement by ID alphanumeric. Table 1 summarizes all of the access improvement projects by ID, and more descriptions of the access improvements follow.

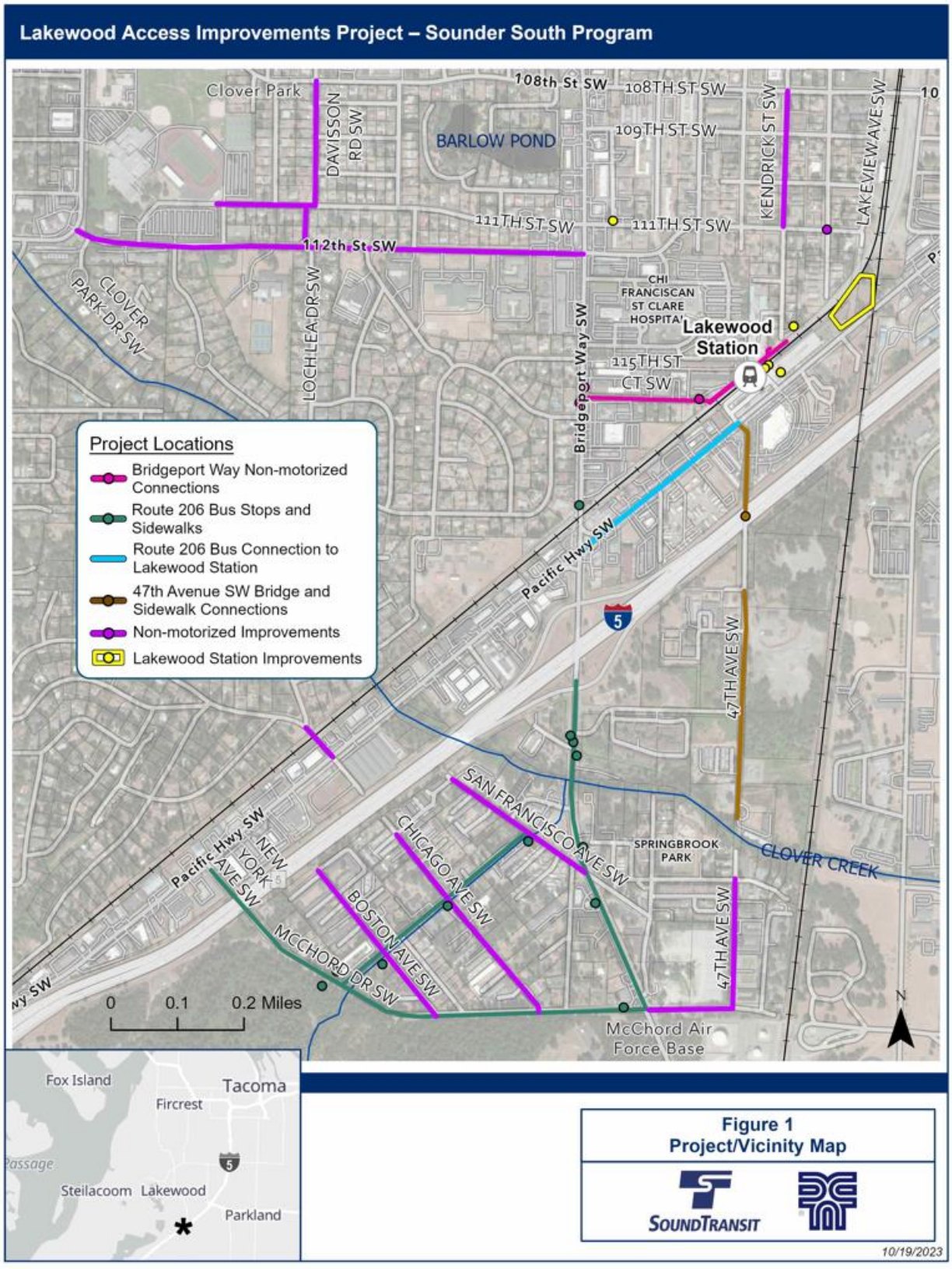


Figure 1 Project/vicinity map

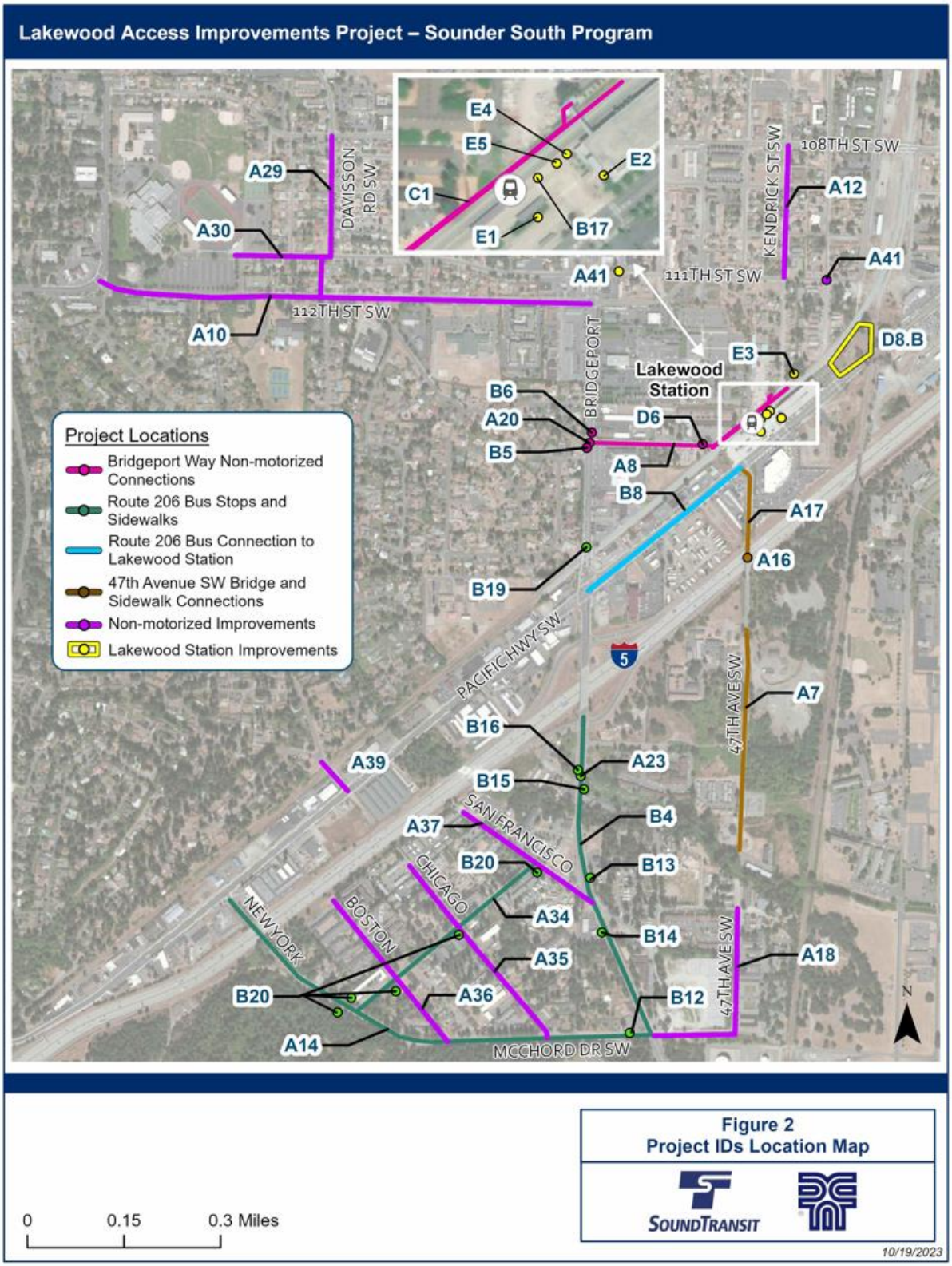


Figure 2 Project IDs location map

Table 1 Summary of improvements

Project IDs	Description Location	Project Length (feet)	Bike	Ped	Bus	Lighting	ADA	Traffic Signal	Sounder Station
Bridgeport Way Non-motorized Connections via 115th Street Ct SW									
A8	115th Street Court SW Non-motorized Connection	1,620	✓	✓			✓		
A20	Bridgeport Way SW Non-motorized Crossing Improvements	NA		✓		✓		✓	
B5/6	Bridgeport Way SW/115th Street SW Southbound Bus Stop Improvements	NA			✓				
C1	Improve Station Fencing	780							✓
D6	115th Street Court SW Pickup/Drop-off	NA		✓					
Route 206 Bus Stops and Sidewalks									
A14	New York Avenue SW/McChord Drive SW Sidewalk Improvements	3,880		✓	✓				
A23	Bridgeport Way SW/Seattle Avenue SW Pedestrian Crossing	NA		✓				✓	
A34	Lincoln Avenue SW Non-motorized Improvements	1,900		✓		✓			
A37	San Francisco Avenue SW			✓		✓			
B4	Bridgeport Way SW/McChord Drive SW Transit Improvements	2,700		✓	✓				
B12	Bridgeport Way SW/McChord Drive SW Southbound Bus Stop Improvements	NA		✓	✓	✓			
B13-16	Bridgeport Way SW/San Francisco Avenue SW and Seattle Avenue SW Bus Stop Improvements	NA		✓		✓			

Project IDs	Description Location	Project Length (feet)	Bike	Ped	Bus	Lighting	ADA	Traffic Signal	Sounder Station
B19	Bridgeport Way SW/Pacific Highway SW Southbound Bus Stop Improvements	NA		✓		✓			
B20	Lincoln Avenue SW Transit Improvements	NA		✓					
Route 206 Bus Connection to Lakewood Station									
B8	Pacific Highway SW Transit Improvements (add right-turn lane)	1,610			✓				
47th Avenue SW Bridge and Sidewalk Connections									
A7	47th Avenue SW Nonmotorized Improvements – South of I-5	1,810	✓	✓					
A16	47th Avenue SW Bridge Add Bicycle Lanes/Sidewalks West Side Only	NA	✓	✓					
A17	47th Avenue SW Non-motorized Improvements North of I-5	700	✓	✓					
Lakewood Station Improvements									
A41	Station Area Curb Ramp Retrofits	NA					✓		✓
B17	Shelter Retrofits at Station	NA			✓				✓
D8.B	Northeast Surface Parking Lot C	NA				✓			✓
E1	Public Address System	NA							✓
E2	Station Stair Design Improvements	NA							✓
E3	Wayfinding to Pickup/Drop-off Location	NA							✓
E4	Bird Deterrent Retrofit	NA							✓
E5	Station Accessibility for Sight Impaired	NA							✓

Project IDs	Description Location	Project Length (feet)	Bike	Ped	Bus	Lighting	ADA	Traffic Signal	Sounder Station
Non-motorized Improvements									
A10	112th Street SW Non-motorized Improvements	4,030	✓	✓					
A12	Kendrick Street SW Non-motorized Improvements	1,080	✓	✓					
A18	47th Avenue SW/McChord Drive SW Non-motorized Improvements	1,890	✓	✓					
A29	Davisson Road SW Bike Lanes (possible power pole location outside ROW)	1,470	✓	✓					
A30	Clover Park High School Connection	730	✓	✓					
A35/36	Chicago Avenue SW and Boston Avenue SW Non-motorized Improvements	1,970		✓		✓			
A39	Clover Creek Drive SW Pedestrian Improvements	320		✓				✓	

Bridgeport Way Non-motorized Connections (A8, A20, B5, B6, C1, D6)

The improvements proposed at 115th Street Court SW would facilitate non-motorized movement from the Bridgeport Way SW bus stop and the 115th Street Court SW cul-de-sac to Lakewood Station. The improvements would allow for drop-off and pickup of passengers at the street end and access to the station via a trail along the north side of the tracks to the north station entrance.

Sharrows would be added to 115th Street Court SW from Bridgeport Way SW to the end of the cul-de-sac. Sharrows are lanes designated for sharing between vehicles and bicycles – these are not separate bicycle lanes. Curb, gutters, and sidewalks would be constructed at the cul-de-sac and a portion of the north side of 115th Street Court SW. An approximately 800-foot-long by 10-foot-wide shared use path would be constructed from the end of the cul-de-sac along the north side of the rail ROW to just past the pedestrian overpass, allowing passengers to access the overpass bridge to the station. The path would be bordered on both sides with a fence for security and would be extended beyond the overcrossing to connect to the existing sidewalk and stairs up to the overcrossing.

The bus stop on the south side of Bridgeport Way SW at 115th Street SW would be relocated, and a pedestrian-only signal would be added, as well as improved lighting and crosswalks to improve access to the bus shelters. ADA-compliant curb ramps would be added in several areas (included A41 under Lakewood Station Area Improvements).

Route 206 Bus Stops and Sidewalks (A14, A23, A34, A37, B4, B12, B13, B14, B15, B16, B19, B20)

Pierce Transit Route 206 operates on Bridgeport Way SW from the Lakewood Towne Center and extends south through the project area serving the access improvements project area. The project proposes improvements to a number of transit stops, sidewalks, roadways, and intersections in this area. These improvements are described in more detail below. Curb, gutter, and a 6-foot-wide sidewalk would be constructed on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW over a distance of approximately 3,800 feet. Several new utility poles for lighting would be added to this road segment at various points along the route. Near the intersection of McChord Drive SW and Lincoln Avenue SW a concrete bus stop pad with a bench would be installed on both sides of the street. New crosswalk striping would be added at Lincoln Avenue SW to access the southbound bus stop on McChord Drive SW. Another concrete bus stop pad and bench would be added to the north side of McChord Drive SW near Bridgeport Way SW.

At the New York Avenue SW crossing of Interstate 5 (I-5), the narrow sidewalks on the north and south sides would be removed. On the north side, a new sidewalk (slightly over 6 feet wide) would be constructed. Also on the north side, a concrete barrier and pedestrian railing would be installed between the street and the sidewalk as well as a new railing at the bridge edge.

New curb, gutter, and sidewalks would be constructed on Lincoln Avenue SW between McChord Drive SW and San Francisco Avenue SW for a distance of approximately 1,900 feet. Sidewalks would be added to both sides of Lincoln Avenue SW between McChord Drive SW and Chicago Avenue SW. From Chicago Avenue SW to San Francisco Avenue SW, sidewalks would only be added to the north side of Lincoln Avenue SW because there is existing sidewalk on the south side. A bus stop pad, bench, and shelter would be installed at the existing bus stop at Lincoln Avenue SW and Chicago Avenue SW.

New transit shelters, pedestrian-level lighting, benches, and trash receptacles would be added to Bridgeport Way SW at the transit stop at San Francisco Avenue SW. A concrete bus stop pad and bench would be installed at Seattle Avenue SW. A new pedestrian crossing signal and median pedestrian refuge would be added at the Bridgeport Way SW/Seattle Avenue SW intersection.

Route 206 Bus Connection to Lakewood Station (B8)

The project would reconstruct the existing right-turn lane from southbound Pacific Highway SW to northbound Bridgeport Way SW to allow for a larger turning radius to accommodate buses, allowing Pierce Transit's Route 206 to access the station. To accommodate the larger turn radius, a sliver of the existing island would be removed and the receiving lanes on Bridgeport Way SW would be shifted west, thus reducing the width of the median. Project B8 would construct new curbs on Bridgeport Way SW and within the modified turn lane.

47th Avenue SW Bridge and Sidewalk Connections (A7, A17, A16)

South of I-5, sidewalks would be constructed on the west side of 47th Avenue SW from Clover Creek to 120th Street SW. Sharrows would be constructed on both sides of 47th Avenue SW in the same location. However, there would be a sidewalk and bicycle facility gap between 123rd Street SW and 121st Street SW. The City of Lakewood may address this gap in the future.

North of I-5, sidewalk, curbs, and gutters would be added to the west side of 47th Avenue SW extending from I-5 to Pacific Highway SW. Sharrows would be constructed on the east side of 47th Avenue SW, and a bicycle lane would be provided on the west side.

Across I-5 on the bridge, there are two options to improve the pedestrian and bicycle access. The first would remove the narrow sidewalk on the east side of the bridge and widen the sidewalk on the west side to 5 feet, with a pedestrian barrier between the road and sidewalk and a pedestrian railing at the edge of the bridge. Enough room would be available to add sharrows across the bridge. The second option would be to construct a shared use path on the west side of the bridge. To accommodate this added width, the bridge structure would be strengthened to allow for the full deck width to be utilized, which would allow for the barriers to be placed at the edge of the bridge. The bridge strengthening for the 47th Avenue bridge may consist of adding a fiber wrap on bridge deck or other methods including adding other reinforcement; overlaying the existing deck, or modifying and reconstructing barriers and railings.

Lakewood Station Improvements (A41, B17, E1, E2, E4, E5, E3)

Lakewood Station projects are proposed to improve access conditions for sight impaired, non-English speaking, and disabled persons, as well as support non-motorized access, and improve maintenance issues affecting user comfort. The following upgrades are proposed for the Lakewood Station:

- Add bird deterrent system.
- Provide ADA mini-high shelter (mini-high provides a level train boarding surface).
- Retrofit stairs and other station components that are currently collecting trash.
- Install a public address system.
- Provide accessible wayfinding for sight-impaired persons including:
  - Braille for ticketing.
  - Tactile strips between platform and drop-off areas.
- Provide signage for non-English-speaking persons.
- In addition, retrofit ADA-compliant curb ramps at select locations within 0.5 mile of the station.
- Add wayfinding signage at several locations including near the intersections of Bridgeport Way SW and Pacific Highway SW, Bridgeport Way SW and 112th Street SW, and Kendrick Street SW and 111th Street SW. Add station access signage to Pacific Highway SW near the station. The sign locations are being coordinated with the City of Lakewood; therefore, these locations are preliminary and may change.

Northeast Surface Parking Lot C (D8.B)

A new surface parking lot would be constructed (Northeast Surface Parking Lot C) north of the station (see Figure 3). The parking area would be bordered by an 8-foot landscaped buffer that is bounded by a retaining wall. The entire parking area would be fenced. At the southern end of the parking area, a 6-foot sidewalk would be constructed that connects to Lakewood Station. There would be approximately 12 compact parking spaces and 54 standard-size parking spaces (for a total of approximately 66 parking spaces), and the parking area would include lighting and electric vehicle charging stations. Existing parking stalls in the parking garage would be retrofitted to construct three accessible stalls, and three electric vehicle charging stations each serving two parking stalls would be added.

Non-motorized Improvements (A10, A12, A18, A29, A30, A35, A36, A39)

Various other station access improvements are proposed to enhance non-motorized travel in the project area, as follows:

- 112th Street SW Connection – Improve sidewalks on 112th Street SW for a length of approximately 4,000 feet by adding curbs and gutters. Also add bicycle lanes. Improvements on the north side of 112th Street SW from Gravelly Lake Drive SW to Highland Avenue SW would be done by others.
- Kendrick Street SW Connection – Do a full rebuild of approximately 1,000 feet of curbs, gutters, sidewalks, bicycle lanes, and lighting.
- Clover Creek Drive SW Connection – Provide sidewalks on Clover Creek Drive SW between Hillcrest Drive SW and Pacific Highway SW. Improve accessibility and safety at the at-grade rail crossing by providing sidewalks, signage, and crossing arms.
- Clover Park High School Connection – Install bicycle lanes and construct curb, gutter, and sidewalks on 111th Street SW between 60th Avenue SW and Davisson Road SW.
- Davisson Road SW Connection – Construct bicycle lanes, curb, gutter, and sidewalk on Davisson Road SW between 108th Street SW and 111th Street SW, and on Highland Street SW between 111th Street SW and 112th Street SW.
- Springbrook Area Connections – Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Avenue SW and McChord Drive SW for a distance of approximately 1,800 feet. Construct curb, gutter, and sidewalks on Chicago Avenue SW between McChord Drive SW and Springbrook Lane SW and on Boston Avenue SW between McChord Drive SW and 57th Avenue Court SW for a distance of approximately 1,900 feet. Construct curb, gutter, and sidewalks on San Francisco Avenue SW between Springbrook Lane SW and Bridgeport Way SW for a distance of approximately 1,300 feet.

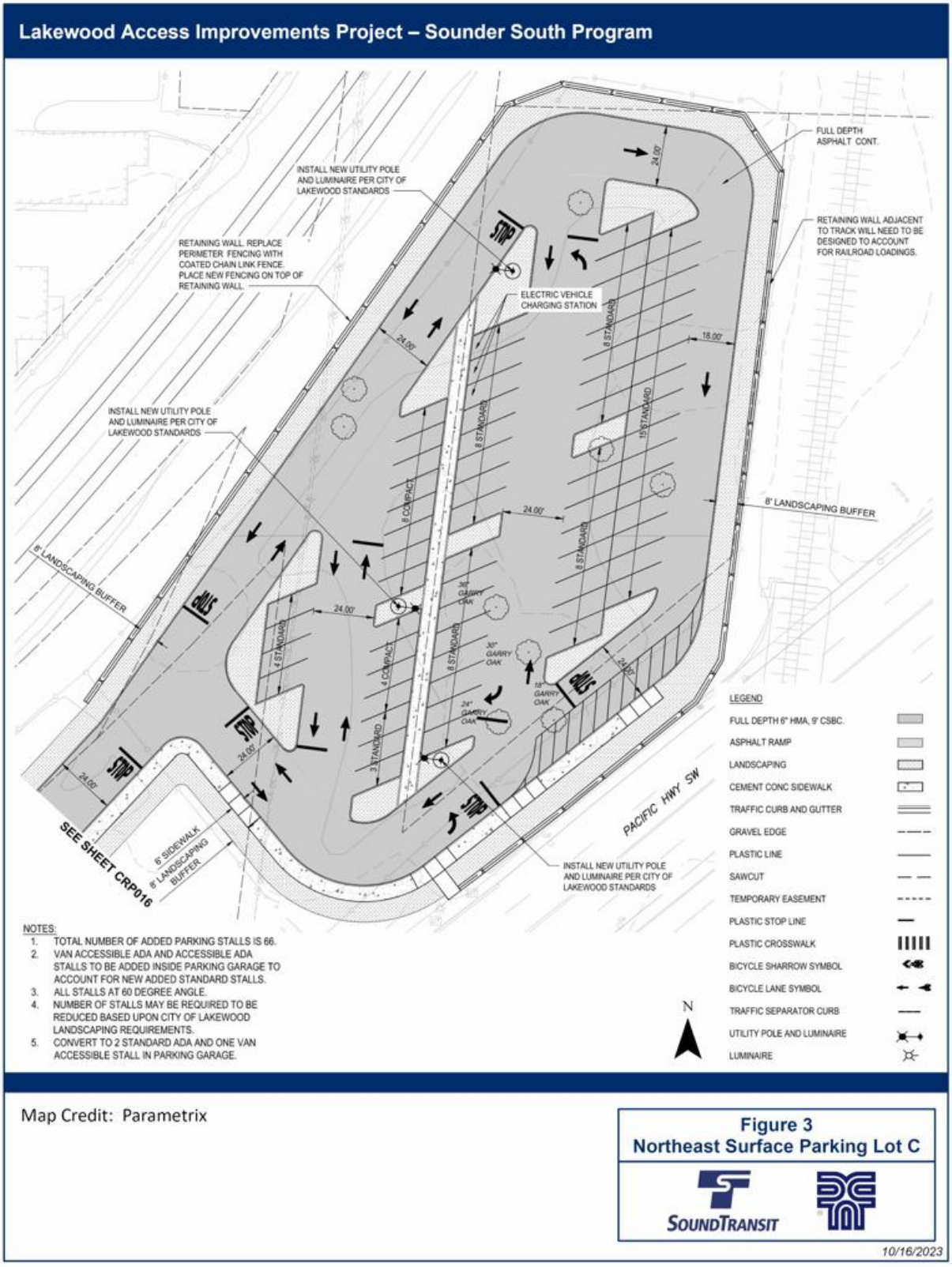

Lakewood Access Improvements Project – Sounder South Program
INSTALL NEW UTILITY POLE AND LUMINAIRE PER CITY OF LAKEWOOD STANDARDS
RETAINING WALL. REPLACE PERIMETER FENCING WITH COATED CHAIN LINK FENCE. PLACE NEW FENCING ON TOP OF RETAINING WALL.
FULL DEPTH ASPHALT CONT.
RETAINING WALL ADJACENT TO TRACK WILL NEED TO BE DESIGNED TO ACCOUNT FOR RAILROAD LOADINGS.
ELECTRIC VEHICLE CHARGING STATION
INSTALL NEW UTILITY POLE AND LUMINAIRE PER CITY OF LAKEWOOD STANDARDS
8' LANDSCAPING BUFFER
8' LANDSCAPING BUFFER
SEE SHEET CRP016
6' SIDEWALK
8' LANDSCAPING BUFFER
INSTALL NEW UTILITY POLE AND LUMINAIRE PER CITY OF LAKEWOOD STANDARDS
PACIFIC HWY SW
NOTES:
1. TOTAL NUMBER OF ADDED PARKING STALLS IS 66.
2. VAN ACCESSIBLE ADA AND ACCESSIBLE ADA STALLS TO BE ADDED INSIDE PARKING GARAGE TO ACCOUNT FOR NEW ADDED STANDARD STALLS.
3. ALL STALLS AT 60 DEGREE ANGLE.
4. NUMBER OF STALLS MAY BE REQUIRED TO BE REDUCED BASED UPON CITY OF LAKEWOOD LANDSCAPING REQUIREMENTS.
5. CONVERT TO 2 STANDARD ADA AND ONE VAN ACCESSIBLE STALL IN PARKING GARAGE.
LEGEND
FULL DEPTH 6" HMA, 9" CSBC.
ASPHALT RAMP
LANDSCAPING
CEMENT CONC SIDEWALK
TRAFFIC CURB AND GUTTER
GRAVEL EDGE
PLASTIC LINE
SAWCUT
TEMPORARY EASEMENT
PLASTIC STOP LINE
PLASTIC CROSSWALK
BICYCLE SHARROW SYMBOL
BICYCLE LANE SYMBOL
TRAFFIC SEPARATOR CURB
UTILITY POLE AND LUMINAIRE
LUMINAIRE
N
Map Credit: Parametrix
Figure 3
Northeast Surface Parking Lot C
SOUNDTRANSIT
10/16/2023

Figure 3 Northeast Surface Parking Lot C

A 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The address of the Lakewood Station is 11424 Pacific Highway SW, Lakewood, Washington 98499. Improvements are located throughout the Lakewood area (see Figure 1).

B. ENVIRONMENTAL ELEMENTS

B 1. Earth

B 1 a. General description of the site:

Flat, rolling, hilly, steep slopes, mountainous, other _____

B 1 b. What is the steepest slope on the site (approximate percent slope)?

The project area is generally flat, with elevations ranging from 270 feet to 290 feet above sea level across the entire project area. Slopes generally range from 0% to 3%.

B 1 c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The project area is almost uniformly composed of Spanaway gravelly sandy loam (NRCS 2023). The exceptions are the soils along Clover Creek, which are Spana loam that occur in a strip on both sides of the creek, and along 47th Street SW between Clover Creek and I-5. There are also a few isolated spots that contain Dupont muck.

The soil types in the project area are not considered prime agricultural soils because the area is urbanized and there is no agricultural land of long-term commercial significance.

B 1 d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Due to the project area's flat topography, there are no landslide or steep slope hazard areas. According to the Washington Geospatial Open Data Portal map, the project area has a very low potential for seismic instability (DNR 2023a).

B 1 e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Clearing, grading, excavation, and fill are necessary to achieve the proposed grades for development of facilities such as the trail along the Sound Transit rail line, the new Northeast Surface Parking Lot C, and other improvements to install sidewalks, landscaping, and lighting and signals requiring underground utilities. It is anticipated that there would be balanced cut and fill. Approximately 18,200 cubic yards of excavation and 18,300 cubic yards of fill would be

required if all the improvement projects are implemented. Structural fill material is anticipated to be obtained from a local aggregate supplier.

B 1 f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Spanaway and Spana soils have a "slight" erosion hazard when exposed (NRCS 2023). However, soil erosion is possible during construction from soil disturbance and wind and stormwater runoff. Eroded materials have the potential to adversely affect off-site areas, particularly any drainageways. It is anticipated that there is potential for only minor erosion to occur during construction due to the flat topography and generally limited areas of disturbance. In addition, the project would implement construction BMPs to control erosion (see B.1.h below).

B 1 g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The access improvements generally would occur over existing impervious surfaces except for the trail from 115th Street Court SW to the station and the new Northeast Surface Parking Lot C. A number of projects would generate new impervious surface. The total new impervious area for all improvements combined is estimated to be approximately 148,100 square feet. Overall, the project would be 95% covered with impervious surface (the trail and surface parking area would include some pervious surfaces such as landscaped areas).

B 1 h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The project would develop and implement a temporary erosion and sediment control (TESC) plan to reduce or control erosion or other impacts to earth. The TESC would include the use of BMPs in compliance with the Washington State Department of Ecology (Ecology) Stormwater Management Manual for Western Washington and the City of Lakewood's 2022 Stormwater Management Program as applicable, which could include all or a combination of the following:

Stabilization BMPs may include:

- Hydroseed disturbed ground.
- Mulch the ground with straw or wood chips.
- Cover stockpiled soil with plastic.
- Cover disturbed soils during wet weather (if uncovered for more than two days if not being worked).
- Keep staging and travel areas clear of dirt.
- Preserve and minimize removal of natural vegetation.

Structural BMPs may include:

- Install silt fencing around disturbed areas.
- Channel runoff through temporary drainage swales to minimize runoff concentration.
- Install rock check dams, straw bale barriers, or sediment traps to reduce runoff velocity.
- Install rock pad construction entrances.
- Install truck wheel wash as necessary.
- Inspect facilities at regular intervals.

The only improvement that would disturb more than 1 acre is the Northeast Surface Parking Lot C. A NPDES Construction Stormwater General Permit would be required from Ecology. In addition to an approved TESC plan, the contractor is required to prepare, implement, and keep a copy of a Storm Water Pollution Prevention Plan (SWPPP) on-site for reference. The SWPPP includes objectives to implement construction BMPs to minimize erosion and sediments from rainfall runoff at the various construction sites and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, groundwater quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations.

B 2. Air

B 2 a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction activities and associated vehicles and equipment produce a variety of air emissions lasting the duration of construction. One of the main air emissions is the generation of fugitive dust from earth disturbance. Land clearing, grading, and excavation would disturb the ground particularly for the trail and the Northeast Surface Parking Lot C. Once soil is disturbed, wind can pick up and carry particles offsite, causing impacts to the environment and human health. Dust can also be caused by the movement of soil to and from the construction site, particularly if truck loads are not covered. Dust increases the levels of particulate matter in the form of $PM_{2.5}$ and PM_{10} in the atmosphere. Other air emissions resulting from construction vehicle and equipment exhaust include carbon monoxide (CO), sulfur dioxide, nitrogen oxide, and particulate matter. These emissions constitute greenhouse gases (GHGs).

The project would produce temporary odor emissions from the asphalt paving that would be detectible at surrounding land uses. Asphalt paving produces a strong odor caused by the presence of aromatic hydrocarbons (i.e., volatile organic compounds or VOCs) in the asphalt. The VOCs evaporate easily, especially when the asphalt is heated, resulting in strong odors. Once asphalt cools, it stops releasing fumes and the odor dissipates, typically approximately an hour after paving is completed. Temporary exposure to these VOCs is not anticipated to cause a health hazard, but it may cause a short-term odor nuisance.

Similar to construction equipment and vehicles, passenger vehicles would also produce GHGs. The project would generate a total of 14 p.m. peak hour trips per day and approximately 50 daily round trips to and from the new parking lot, as well as miscellaneous drop-off trips. An approximate estimate of the GHGs produced during operations was approximately 533 metric tons of carbon dioxide (CO_2). This estimate was based on 60,000 gallons of gasoline used for 50 round trips of 50 miles each over 365 days with an average of 15 gallons of gas used per mile (EPA 2023). Thus, the total GHGs produced as a result of the access improvements is anticipated to be well below the 10,000 metric tons of CO_2 per year requirement for a qualitative GHG analysis (Ecology 2023a). Therefore, no further review or evaluation of GHGs was conducted for this project, and no GHG impacts are predicted to result from the access improvements.

Vehicles also emit a number of mobile source air toxics (MSATs), which are hazardous air pollutants emitted from the incomplete combustion of fuel. These include compounds such as benzene, formaldehyde, acetaldehyde, and 1,3-butadiene, which are known or suspected of causing cancer. Because the project would not result in any meaningful change in the vehicle mix or volumes, and most of the individual projects are focused on non-motorized travel, the

project is considered exempt from analysis for MSATs. The project would also help to reduce vehicle miles travelled (VMT) in the project area because the proposed improvements would encourage more people to use transit and non-motorized travel options.

The project area is designated by the Environmental Protection Agency (EPA) as a maintenance air quality area for CO, $PM_{2.5}$, and ozone. Certain projects (i.e., regionally significant projects), if not included in the Statewide Transportation Improvement Plan (STIP), must undergo a transportation conformity analysis if certain criteria are met. Pedestrian and bicycle facilities are exempt from this analysis. As defined by the state conformity rule:

> [A] regionally significant project (other than an exempt project) is one that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc. or transportation terminals as well as the terminal themselves), and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel (40 CFR Part 93.101).

The improvement projects were not included in the STIP; however, as described above, the pedestrian and bicycle improvements are exempt. The remaining improvements (other than pedestrian and bicycle facilities) do not meet the definition of a regionally significant project (as they would not normally be included in the modeling of the transportation network) and therefore do not require a transportation conformity analysis.

B 2 b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of air emissions or odor that would affect the project.

B 2 c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The contractor would implement BMPs to reduce emissions during construction. These BMPs may include:

- Spray exposed soil with water or other suppressants to reduce fugitive dust emissions and deposition of particulate matter, when necessary.
- Use phased development, when feasible, to keep disturbed areas to a minimum.
- Minimize dust emissions during transport of fill material or soil by covering, wetting down, or by ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
- Promptly clean up spills of transported material on public roads.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on roadways as much as practical.
- Use stabilized construction entrances to minimize tracking of dirt onto paved surfaces.
- Where feasible, locate construction equipment and truck staging areas away from sensitive receptors and in consideration of potential effects on other resources.

- Where feasible, provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on area roadways.
- Reduce idling time of equipment and vehicles and use newer construction equipment or ensure equipment has add-on emission control.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Minimize odors on-site by covering loads of hot asphalt, when practical.

Project operations are not anticipated to cause any new air quality impacts or worsen the ambient air quality in the area and would not cause any exceedances of the National Ambient Air Quality Standards. The project would result in improved transit service and operations for non-motorized travel. These improvements are anticipated to reduce single-occupancy vehicle use, which would reduce air emissions; therefore, no mitigating measures are proposed.

B 3. Water

B 3 a. Surface Water

B 3 a (1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type, and provide names. If appropriate, state what stream or river it flows into.

The only stream in the project area is Clover Creek. Clover Creek begins approximately 15 miles east of the Lakewood Station and cuts across the project area flowing from east to west, crossing Bridgeport Way SW south of Seattle Avenue SW and continuing to the northwest, where it empties into Steilacoom Lake (see Figure 4). Washington State Department of Natural Resources (DNR) classifies the creek as a shoreline of the state and a Type “F” stream (i.e., known to be used by fish or meeting the physical criteria to be potentially used by fish) (DNR 2023b). The Ecology Water Quality Atlas identifies Clover Creek in the vicinity of the project as having two water quality issues – temperature and fecal coliform bacteria (Ecology 2023b). The City of Lakewood Shoreline Master Program (Lakewood 2019) requires a 65-foot buffer area around Clover Creek (but the buffer may be reduced to 50 feet with buffer enhancement). The improvements on 47th Avenue SW come the closest to the creek but are outside the 65-foot buffer area.

There are four wetlands in the project area (see Figure 4). The northernmost wetland (also known as Barlow Pond) is located near two project streets – 112th Street SW and Davisson Road SW. This wetland is north of 112th Street SW (approximately 475 feet away) and east of Davisson Road SW (approximately 897 feet away). The 8.07-acre wetland is classified as a palustrine open water and aquatic bed wetland. The second wetland is located adjacent to the east of Bridgeport Way SW (approximately 50 feet away) directly across from Seattle Avenue SW and is 1.39 acres in size. It is associated with Clover Creek and is classified as a palustrine emergent and forested wetland. The third wetland is located approximately 300 feet away and south of McChord Drive SW on Joint Base Lewis McChord (JBLM) property. This 4.03-acre wetland is classified as a forested/shrub wetland. The fourth wetland is a small freshwater pond located east of WoodSpring Suites across the railroad tracks on the WSDOT maintenance facility property and approximately 500 feet southeast of the proposed Northeast Surface Parking Lot C improvement. This 0.25-acre wetland is classified as a palustrine open water wetland. It may have been excavated as a stormwater pond at some point in the past.

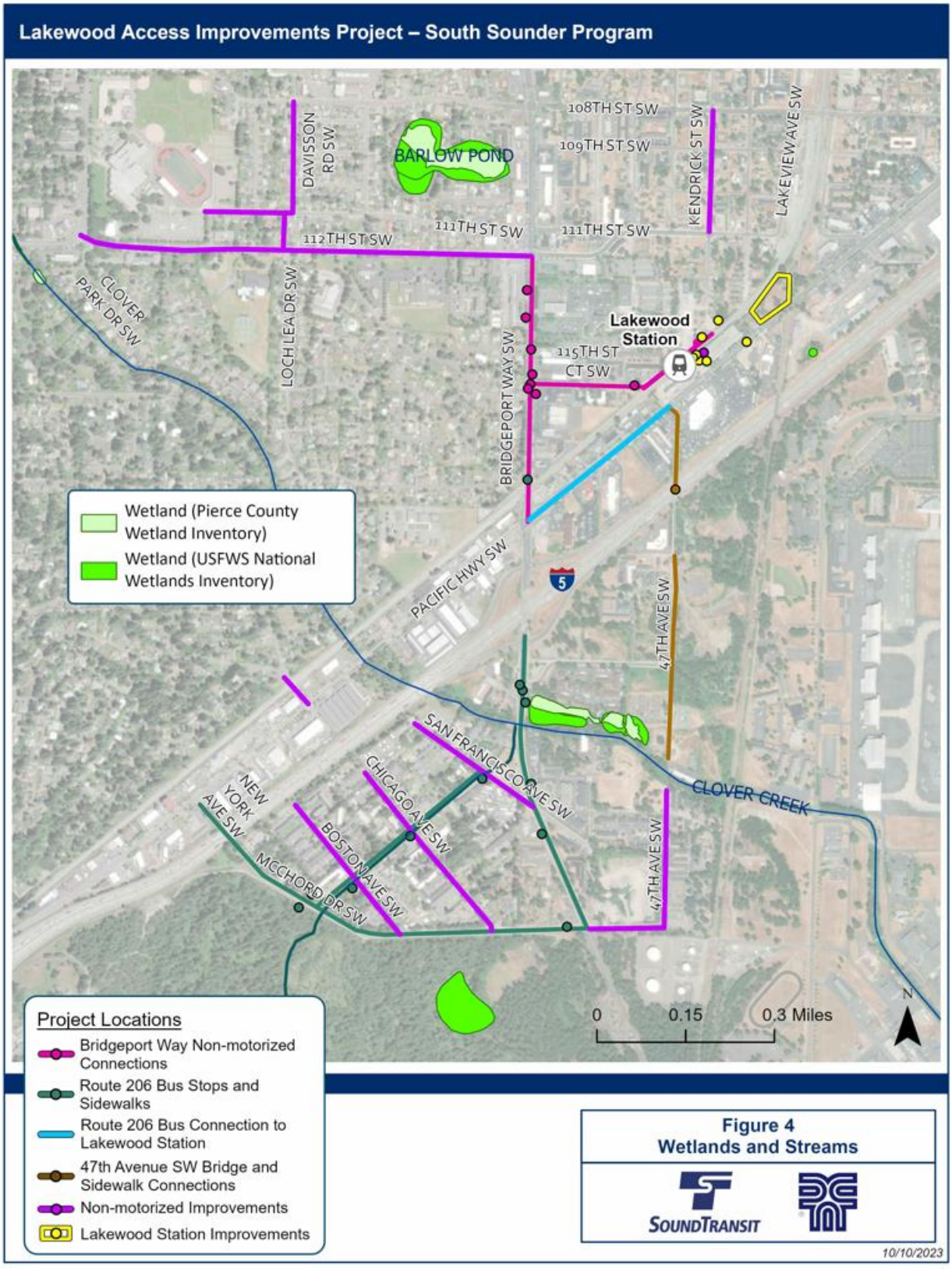


Figure 4 Wetlands and streams

B 3 a (2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No work is proposed in or adjacent to the project area surface waters described above.

B 3 a (3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill would be placed in surface water or wetlands, and no dredge material would be removed from surface water or wetlands as part of this project.

B 3 a (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

This project would not require surface water withdrawals or diversions.

B 3 a (5) Does the proposal lie within a 100-year floodplain? If so, note the location on the site plan.

Portions of the project lie within a 100-year floodplain. Figure 5 shows the Federal Emergency Management Agency (FEMA 2023) flood zones for the project area. Zones AE and AH have a one percent chance of flooding and are considered to be the base flood or 100-year floodplain. Zone X is considered to be within the 500-year floodplain. As shown in Figure 5, portions of the project area along Bridgeport Way SW, 112th Street SW, and 47th Avenue SW cross the 100-year floodplain.

B 3 a (6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The project would not involve any discharge of waste materials to surface waters.

B 3 b. Ground Water:

B 3 b (1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Groundwater would not be withdrawn from a well for drinking water or other purposes during construction or operation of the project, and no water would be discharged to groundwater.

B 3 b (2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

This project would not result in the discharge of waste material into the ground from septic tanks or other sources during construction or operation.

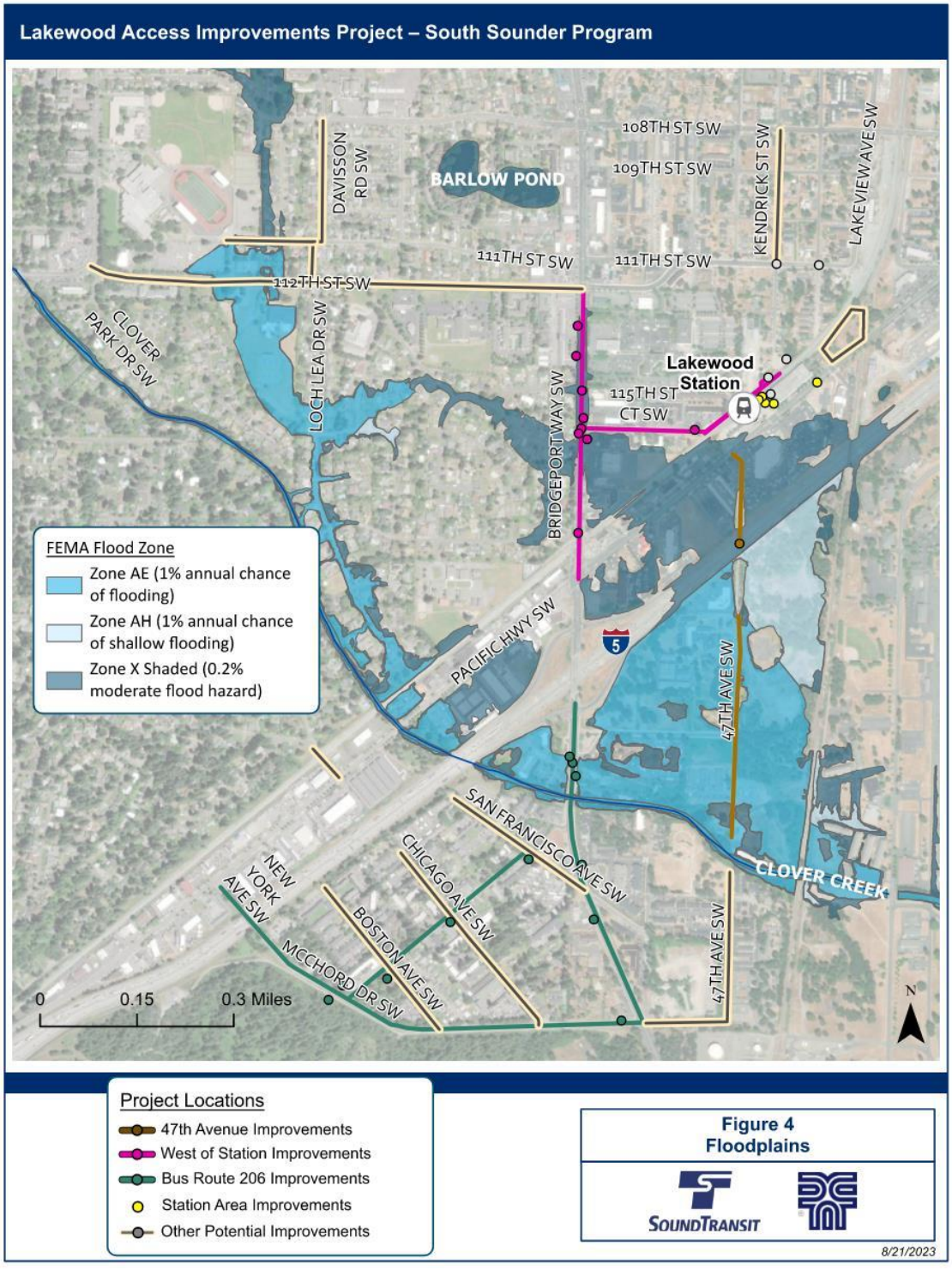


Figure 5 Floodplains

B 3 c. Water Runoff (including stormwater):

B 3 c (1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Rainfall and resulting stormwater are the source of water runoff. During construction, BMPs would be employed to control stormwater (see B1.h above). Currently, there is an incomplete system of stormwater collection in the project area. Some of the existing ROW has curb, gutters, and catchbasins to collect stormwater, and there are some infiltration trenches. Other roadways have a gravel shoulder with ditches, but many of the areas do not have any existing stormwater treatment or collection that meet City of Lakewood standards. The project would construct additional stormwater collection for sites that trigger the city's requirements for runoff treatment and flow control. Collected stormwater would be directed to newly installed infiltration trenches, which would serve to treat and infiltrate the stormwater. It is not anticipated that there would be any critical or major storm drainage issues, because Lakewood has well-draining soils and use of infiltration for runoff is assumed to apply throughout the project area.

B 3 c (2) Could waste materials enter ground or surface waters? If so, generally describe.

Waste materials are not likely to enter ground or surface waters. During construction, the contractor would use available and reasonable source control BMPs, as described in response to Question B1.h, to prevent spills from reaching storm drains or water bodies.

B 3 c (3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed project does not anticipate altering or affecting drainage patterns in the vicinity of the project area. The improvements will be designed to meet the requirements of Ecology's Stormwater Management Manual for Western Washington and the City of Lakewood's 2022 Stormwater Management Program.

B 3 d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

There is a potential that project construction activities could impact water from accidental spills (e.g., fueling operations during construction) and erosion and sedimentation. Measures to reduce these potential construction impacts are described above in Section B.1.h. Because the project would add infiltration where necessary, operation of the project is not anticipated to require any additional mitigation.

B 4. Plants

B 4 a. Check the types of vegetation found on the site:

__X__deciduous tree: alder, maple, aspen, other: Oregon white oak

__X__evergreen tree: fir, cedar, pine, other

__X__shrubs

__X__grass

____pasture

____crop or grain

____orchards, vineyards or other permanent crops.

____wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

____water plants: water lily, eelgrass, milfoil, other

__X__other types of vegetation: Invasive woody vines and ornamental landscaping vegetation

B 4 b. What kind and amount of vegetation will be removed or altered?

Various vegetation types are found along the project area including emergent, shrub, and forested species. The project areas are located in a heavily developed urban setting with patches of vegetation mostly located in road edges. Some landscaping and weed species would be removed during construction. There are several trees that would be removed that are located in the proposed Northeast Surface Parking Lot C area including one Douglas fir (*Pseudotsuga menziesii*), four deciduous trees, and four Oregon white oak trees. The oak trees range from 18 inches to 36 inches in diameter, and some have multiple stems. All of the oak trees on the site qualify as “significant trees” according to City of Lakewood Municipal Code (LMC 18A.70.320) because they are at least four inches in diameter. The two improvements with the most impacts to vegetation are the trail along the Sound Transit right-of-way extending from the end of 115th Street Court SW to the station and the new parking lot. The trail would have approximately 7,500 square feet of impact to grass and disturbed shrub habitat dominated by invasive species including Himalayan blackberry (*Rubus armeniacus*) and Scotch broom (*Cytisus scoparius*). The parking lot would occupy approximately 59,300 square feet of disturbed habitat dominated by a combination of landscaping near the entrance to the existing parking garage, invasive shrubs such as Scotch broom, and the trees described above.

B 4 c. List threatened and endangered species known to be on or near the site.

There is an existing stand of four Oregon white oak (*Quercus garryana*) trees that sit on parcel number 0219122165, just northeast of the Lakewood Station (parcel number 0219122166). Proposed access and parking improvements are anticipated to occur on both parcels. Oregon white oak trees provide habitat for species that are state listed as Sensitive, Threatened, or Endangered, or are candidates for these listings. The primary listed or candidate species associated with Oregon white oak habitat is western gray squirrel, which is State Threatened (see Section B.5 for more information). The population of this tree species is limited and declining (WDFW 1998). According to LMC 14.154.080, “where priority Oregon white oak trees

and woodlands does [sic] not exceed 1 acre in size contiguous…the City may allow for removal or trimming of priority Oregon white oak trees and woodlands to accommodate a legal use of the property with the least possible impact to the critical area." At 0.1 acre, the area to be disturbed for the Northeast Surface Parking Lot C is less than 1 acre and therefore does not qualify as a priority Oregon white oak woodland. Although the City of Lakewood designates Oregon white oaks a priority wildlife habitat, these trees are isolated from other oak stands or critical areas and are unlikely to provide significant wildlife habitat or function as a corridor for movement from one habitat area to another.

B 4 d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Native vegetated plantings would be used as much as practical, and landscaping would meet the City of Lakewood's landscaping standards (LMC 18A.70.140) and Sound Transit's Standard Plant List (Sound Transit Design Criteria Section 10-10). Landscaping is proposed for the transit station access trail and Northeast Surface Parking Lot C, and near bus shelters or other locations where the existing landscaping would be removed and would need to be replaced as applicable.

Care would be taken to avoid impacts to existing significant trees (e.g., Oregon white oak trees) to the greatest extent practicable. Avoidance according to city code requires that there be no disturbance within the critical root zone (1 foot for every 1 inch of tree diameter) of the tree and installation of tree protection fencing. Providing an arborist on-site during construction to monitor tree health would afford additional protection. Any significant trees that cannot be avoided would be mitigated in accordance with the City of Lakewood's significant tree preservation code (LMC 18A.70.320), which requires smaller replacement trees located to optimize visual screening.

B 4 e. List all noxious weeds and invasive species known to be on or near the site.

A wide variety of noxious weeds and invasive species may be present on the project site due to the project area's urbanized setting. Common noxious plant species known to be on or near the site include Himalayan blackberry, English ivy (*Hedera helix*), Scotch broom, and reed canarygrass (*Phalaris arundinacea*) (Washington Noxious Weed Control Board 2021).

B 5. Animals

B 5 a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Urban dwelling animals that have adapted to humans may be present in the upland project area such as common racoon (*Procyon lotor*), Douglas and eastern gray squirrel (*Tamiasciurus douglasii* and *Sciurus carolinensis*), eastern cottontail rabbit (*Sylvilagus floridanus*), opossum (*Didelphis marsupialis*), coyote (*Canis latrans*), and other small mammals (e.g., rats, mice, and voles), as well as domesticated dogs and cats. Herpetofauna species that may occur in the area particularly near Clover Creek, wetlands, and in fragmented areas of suitable habitat include common, northwestern, and western garter snake (*Thamnophis sirtalis, T. ordinoides*, and *T. elegans*), long-toed and northwestern salamander (*Ambystoma macrodactylum* and *A. gracile*), pacific tree frog (*Pseudacris regilla*), red-legged frog (*Rana draytonii*), western fence lizard (*Sceloporus occidentalis*), painted turtle (*Chrysemys picta*), red-eared slider (*Trachemys scripta elegans*), and northern alligator lizard (*Elgaria coerulea*).

Both coastal and inland birds are located in the area due to the project's proximity to the Puget Sound. Western Washington encompasses part of the Pacific Flyway (USGS 2023), which is

used by a large number of migratory bird species. Songbird species observed or likely to occur in the area include sparrows (house, song, and white-crowned sparrow) (*Passer domesticus*, *Melospiza melodia*, and *Zonotrichia leucophrys*), dark-eyed junco (*Junco hyemalis*), American crow (*Corvus brachyrhynchos*), northern flicker (*Colaptes auratus*), American robin (*Turdus migratorius*), and black-capped chickadee (*Poecile atricapillus*). Raptor bird species may include bald eagle (*Haliaeetus leucocephalus*), red-tailed hawk (*Buteo jamaicensis*), and osprey (*Pandion haliaetus*). Waterfowl bird species may include Canada geese (*Branta canadensis*), common gull (*Larus canus*), mallard (*Anas platyrhynchos)*, bufflehead duck (*Bucephala albeola*), and common goldeneye (*Bucephala clangula*).

B 5 b. List any threatened and endangered species known to be on or near the site.

Clover Creek has documented spawning of coho salmon (*Oncorhynchus kisutch*) and documented history of winter steelhead (*Oncorhynchus mykiss*). Steelhead is currently listed as Threatened under the Endangered Species Act (WDFW 2023). Clover Creek intersects the project area at Bridgeport Way SW south of Seattle Avenue SW. Clover Creek is designated as critical habitat for steelhead (NMFS 2023).

No threatened and endangered terrestrial wildlife species are known to be on or near the site. The State Threatened western gray squirrel (*Sciurus griseus*) have been known to seek habitat in Oregon white oak trees, which are present in the proposed Northeast Surface Parking Lot C (WDFW 1998). However, this species requires large stands that provide substantial cover and mast for forage, which are not present in the project area. It is unlikely that there are any threatened or endangered bird or animal species in the project vicinity, because there is not suitable habitat present to support these species within the proposed project vicinity.

B 5 c. Is the site part of a migration route? If so, explain.

The project location exists within the Pacific Flyway, a migratory corridor consisting of the western coastal areas of South, Central, and North America (USGS 2021). Clover Creek is also a migratory route for salmonid species.

B 5 d. Proposed measures to preserve or enhance wildlife, if any:

Vegetation removal would be minimized where possible considering the project design, which is mostly within existing roadway ROW. Landscaping including trees would be planted in several areas of the project, which could provide habitat for some birds and small mammals. Mitigation for removal of priority Oregon white oak trees would be provided in accordance with City of Lakewood code requirements, which could include on-site or off-site planting of replacement trees.

B 5 e. List any invasive animal species known to be on or near the site.

There are no invasive animal species that were observed to be on or near the project site, although presence of eastern gray squirrel and house sparrow, which are considered invasive animal species, is possible.

B 6. Energy and Natural Resources

B 6 a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The project would require the use of electricity for lighting; electric vehicle charging; and operation of signals, rail crossing arms, the public address system at the station, and possibly signage.

B 6 b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The project would not affect the potential use of solar energy by adjacent properties.

B 6 c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Sound Transit evaluates opportunities for sustainable design measures for the access improvements on property owned by Sound Transit. This would apply to the following access improvements:

- Surface parking
- Station improvements
- Improvements to station fencing
- 115th Street Court SW shared use path on the north side of the Sound Transit ROW

Some of the sustainability measures that would be considered during the design process could include incorporating recycled materials into construction (including concrete and aggregate), implementing erosion and sediment control measures during construction, maintaining native vegetation to the maximum extent feasible and using plants that are drought resistant and low maintenance, reducing import and export of excavated soils from the project sites, and providing dedicated areas for storage and collection of recyclables. Project improvements located outside of Sound Transit-owned property would be informed by sustainability guidance in the City of Lakewood Sustainability Plan (Lakewood 2015).

The project would result in improved transit service and operations for non-motorized travel. These improvements provide the opportunity to reduce single-occupancy vehicle use, which may reduce energy consumption.

B 7. Environmental Health

B 7 a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

There is potential to encounter unknown contaminated soil or groundwater when earth is disturbed during grading or excavation associated with construction. Grading and excavation would be necessary in several places including at the new trail along the Sound Transit tracks and the Northeast Surface Parking Lot C, as well as in places where utilities need to be installed, foundations need to be laid (such as at the bus shelters), and where sidewalks would

be replaced. The project lies within the regional contamination area from the Asarco Copper Smelter – see Section B.7.a (1) below.

During construction there are activities that have the potential to result in accidental spills during refueling or servicing of vehicles and equipment at the construction site. Thus, there is the potential for leaks and spills of materials such as fuel, oil, lubricants, and other contaminants onto the ground, which may then be carried off-site into receiving waters or infiltrated into the groundwater by rain and stormwater runoff or carried off-site by construction vehicles.

Typically, leaks from construction equipment and vehicles are relatively small and have minimal potential for adverse impact, especially if the equipment and vehicles are well maintained. A spill of fuel, hydraulic fluid, or other material during construction operations, refueling or handling of hazardous materials has the potential for larger adverse impacts on soil, and surface water and groundwater. Spills to soil can adversely change the growing characteristics of soil, resulting in a zone where plants are unable to grow. Contaminants entering surface water may reduce water quality by increasing oxygen demand, changing pH levels, or increasing the level of organic pollutants, which could adversely affect fish and other aquatic organisms. Spills also have the potential to adversely affect construction workers if they are exposed to hazardous materials. It is not anticipated that there would be any risk of fire or explosions.

It is not expected that there would be any environmental health hazards related to the operation of the project.

B 7 a (1) Describe any known or possible contamination at the site from present or past uses.

A hazardous materials assessment was conducted for the project in 2023 and is summarized below (Hazardous Materials Technical Memorandum, Shannon & Wilson 2023). Hazardous sites in proximity to the project were identified using the Washington Department of Ecology website What's in My Neighborhood. This assessment found 30 known contaminated sites in the project vicinity with soil, groundwater, or air that has confirmed or suspected contaminants. Contaminants of concern include petroleum, metals, halogenated organics, halogenated solvents, polycyclic aromatic hydrocarbons, and polychlorinated biphenyls. These 30 known contaminated sites are shown in Table 2 and Figure 6 (the IDs in Table 2 correspond to the IDs in Figure 6). Of the 30 sites, Ecology has granted 13 sites a No Further Action designation. Four sites are awaiting cleanup. Cleanup activities have been initiated at 10 of the sites, including two within the footprint of the Lakewood Station. The three remaining sites are undergoing monitoring.

Table 2 Listed contaminated sites

Figure 6 ID	Site Name	Status	Figure 6 ID	Site Name	Status
1	Qwest Juniper	No Further Action	16	Unocal #3588	Cleanup Started
2	Cellular One	No Further Action	17	JBLM 1168 Fuel Station	Awaiting Cleanup
3	Rental Mart	No Further Action	18	Lakeview Gravel Pit	Cleanup Started
4	BP Service Station	No Further Action	19	WSDOT Bridgeport Way SW Interchange	Cleanup Started
5	Lucky Leos Carwash	No Further Action	20	7 Eleven #14469	No Further Action

Figure 6 ID	Site Name	Status	Figure 6 ID	Site Name	Status
6	Top Auto, Inc.	No Further Action	21	Exxon Station #7142	No Further Action
7	7 Eleven	No Further Action	22	Hickey	No Further Action
8	WSDOT Maintenance Facility	Cleanup Started	23	Auto Hobby Building	Cleanup Started
9	Lakeview Auto Wrecking	Cleanup Started	24	Lakewood Ponders Corner	Cleanup Complete – Active Monitoring
10	Tyee Cleaners & Laundromat	Cleanup Started	25	JBLM Fuel Vault 1 and 2 Building	Awaiting Cleanup
11	Kwang Property	Cleanup Started	26	Ponders Auto Parts, Inc.	Awaiting Cleanup
12	Lakewood Ford	Cleanup Started	27	AAA Loans & Gun Shop	No Further Action
13	WSDOT I5 ROW MP 126.5	Cleanup Started	28	McChord Custom Cleaners	No Further Action
14	Flying B 18	Awaiting Cleanup	29	USAF MAFB MTCA WP 34	Performance Monitoring
15	Texaco	No Further Action	30	JBLM SS-34N	Cleanup Complete – Active Monitoring

Source: Shannon & Wilson 2023.

The project also lies within the area of past contamination from the Asarco Copper Smelter that was located in Ruston, Washington (approximately 10 miles north of the Lakewood Station). The smelter released arsenic, lead, and other heavy metals in a plume for almost a century, affecting 1,000 square miles of land and contaminating an area extending from Olympia, Washington, to Shoreline, Washington. According to Ecology's Tacoma Smelter Plume (Dirt Alert) map, Lakewood and the project area are in the lowest predicted arsenic concentration area – under 20 parts per million (ppm). The Model Toxics Control Act Method A concentration threshold requiring cleanup for arsenic in soils is 20 ppm (Ecology 2023c).

B 7 a (2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Contaminated sites have been identified in proximity to the project (see Table 2). However, the risk of encountering hazardous chemicals/conditions appears to be low. The project requires a very limited amount of ground-disturbing activities, thereby reducing the potential to encounter and generate contaminated materials. Where ground-disturbing activities are proposed, there are no known listed sites adjacent to the work area. No underground hazardous liquid and gas transmission pipelines are located within the project area or in the vicinity (NPMS 2023). It does not appear that hazardous chemicals/conditions will affect project development and design.

Underground utilities would be identified during the utility locate process, which would take place before any excavation. Areas with underground utilities would be avoided as necessary.

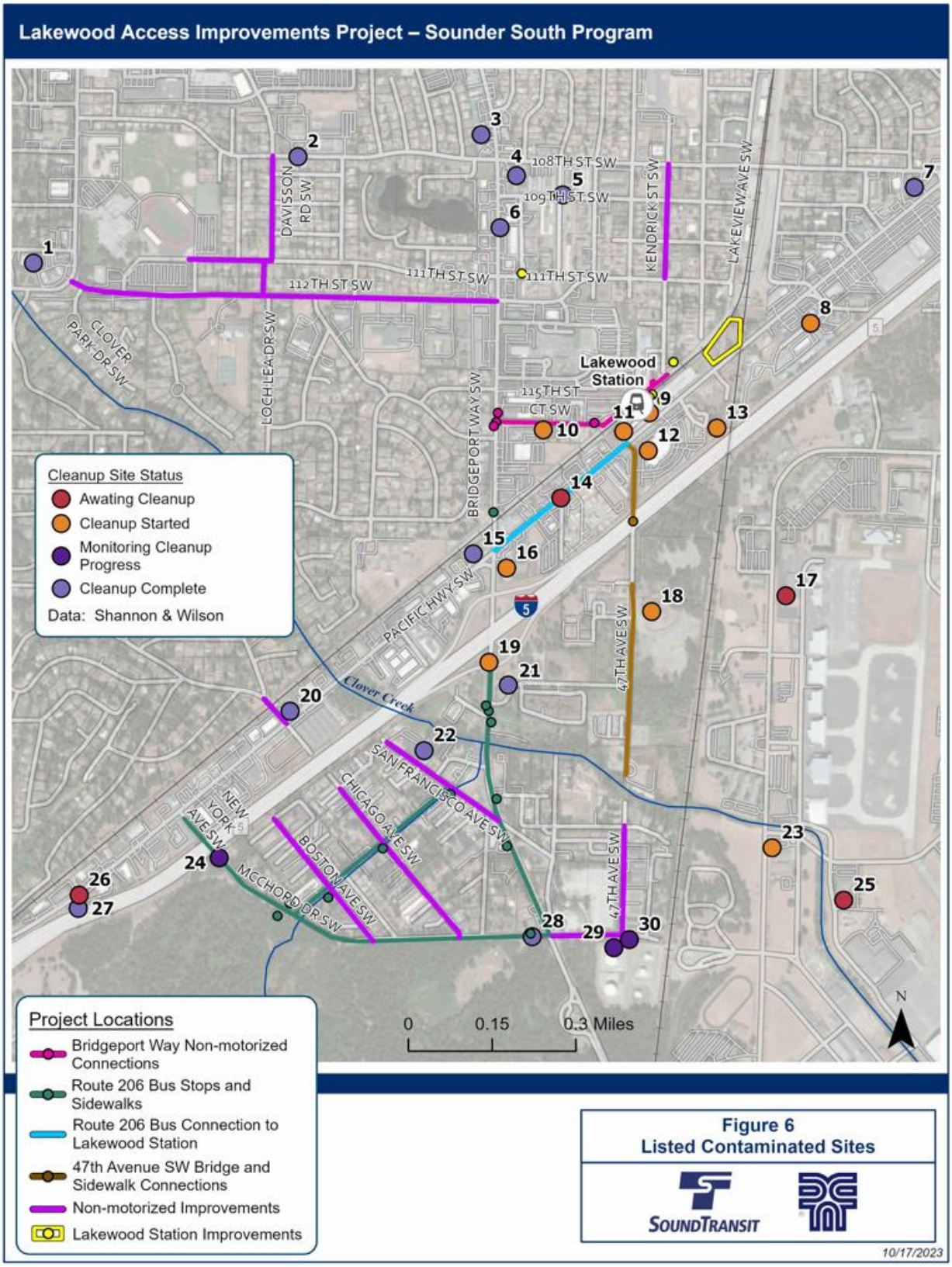


Figure 6 Listed contaminated sites

B 7 a (3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

During construction it may be necessary to fuel or maintain vehicles or construction equipment on-site. Thus oil, gasoline, diesel, lubricants, solvents, or cleaning substances may be used or stored on-site. These activities would generally occur in a staging area with the appropriate spill control measures in place (the contractor would determine the locations of staging areas as necessary in the vicinity of the project utilizing existing ROW or working with adjacent property owners for use).

There would be no need for storing or producing toxic or hazardous materials during the operating life of the project. Cleaning materials may be used periodically at the bus stops and Sounder Station, but these are generally not considered hazardous. Therefore, it is not anticipated that project operations would result in any environmental health hazards.

B 7 a (4) Describe special emergency services that might be required.

Special emergency services are not anticipated to be required during construction or operation. During construction it may be necessary to store hazardous materials, and these would be secured by fencing and/or in locked facilities. The contractor would implement a Health and Safety Plan during construction to protect the health and provide for the safety of both workers and the public in the event that any site contamination is identified.

B 7 a (5) Proposed measures to reduce or control environmental health hazards, if any:

The project is subject to Sound Transit's safety and security certification process, which includes an evaluation of hazardous materials used during construction, testing and commissioning of facilities, and ongoing operations. Sound Transit has a policy to meet or exceed federal safety and security process requirements on all projects, including measures for controlling hazardous material usage during construction, as well as during operation and maintenance of the project.

Contractors would be required to comply with all applicable health and safety regulations, including State of Washington Department of Labor and Industries General Occupational Health Standards, Chapter 296-62 Washington Administrative Code (WAC), and General Safety and Health Standards, Chapter 296-24 WAC. This compliance includes preparation of a Health and Safety Plan to protect construction workers and the public.

The following measures would be implemented during construction to reduce or control environmental health hazards:

- Any contaminated soil or groundwater encountered during construction would be collected and disposed of in accordance with state and federal regulations.
- A Spill Prevention, Control Countermeasures and Containment Plan would be prepared and implemented for the storage, handling, use or disposal of hazardous materials and would comply with the Model Toxics Control Act Cleanup Regulation (WAC 173-340).
- Specific areas would be designated for equipment repair, fuel storage, and refueling, which would include measures for containing spills.

- If a hazardous material spill occurred, the contractor would immediately notify Sound Transit and the City of Lakewood and if necessary call the appropriate emergency response agency. The contractor would be required to have materials on-site, such as absorbent pads, to ensure the spill is contained immediately.
- All hazardous materials used in construction would have a required Material Safety Data Sheet filed on-site.

B 7 b. Noise

B 7 b (1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Sound Transit examined the project area to identify noise-sensitive and vibration-sensitive locations and select locations where noise monitoring would be performed. The potential area of effect for the noise study was determined by modeling the worst-case operational noise levels and including all noise-sensitive properties within that area that have a potential for experiencing a noise impact. For noise, this process was applicable only to new project components that have the potential to produce noise. Because most of the project improvements are for non-motorized transportation, it is predicted that most of the project components would not change the noise environment by a measurable amount. In addition, any new hard surfaces installed as part of the project, including new pavement for bicycle lanes and sidewalks, are predicted to not cause a measurable increase in noise levels at any noise-sensitive properties. The only potential exception is the proposed new surface parking lot (Northeast Surface Parking Lot C), where the added traffic and new hard surfaces could affect the noise environment.

For the vibration analysis, impacts normally occur only within 50 feet to 150 feet of the rail trackway, depending on speed, type of track, and geological factors. However, as previously stated, the proposed project improvements would not change the existing Sounder operations, and therefore no detailed vibration analysis related to rail operations was required.

There are a variety of existing noise types produced in the potential area of effect for noise including BNSF Railway freight traffic and Sounder commuter rail service, vehicle traffic on the main corridors of I-5 and Pacific Highway SW, and commercial and residential land uses. Noise level measurements were conducted over a two-day period at four sites near the Lakewood Station (refer to Appendix A – Noise and Vibration Technical Report, Michael Minor and Associates, 2023). Average sound levels ranged from 58 decibels (dBA) Leq to 67 dBA Leq. Leq is the equivalent sound level, and represents the total sound exposure for the period of interest. These measurements included a minimum of three time periods (morning, daytime, and evening) each at four of the monitoring sites. The 24-hour sound measurements ranged from 59 dBA to 65 dBA.

Major vibration-related sources include the Sounder, Amtrak, and Tacoma Rail trains, and rail service to and from JBLM. Other vibration sources include heavy trucks, industrial activities, and military training activities. Because the proposed project would have no track modifications or changes in Sounder or Amtrak operations, there would be no change predicted in the overall vibration levels in the area. Therefore, no vibration impacts are predicted.

B 7 b (2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction would produce short-term increases in the ambient noise levels. Construction is expected to occur mainly during the daytime, but some limited night work may also be necessary. Major noise-producing equipment could include saw cutters, jackhammers, concrete pumps, cranes, excavators, haul trucks, loaders, tractor-trailers, cement mixers, pavers, and vibratory equipment. Maximum noise levels could reach 83 dBA to 88 dBA at the nearest residences, which in some cases are within 50 feet to 100 feet, for normal construction activities. Other less-notable noise-producing equipment would include backhoes, air compressors, forklifts, pumps, power plants, service trucks, and utility trucks, which have noise levels usually below 80 dBA at 50 feet, except in rare instances when the maximum noise level could reach 86 dBA at 50 feet.

Vibration associated with general construction activities can result in increased vibration levels. Project-related vibration sources include soil compactors, excavators, haul trucks, flat-bed tractor-trailers, backhoes, cranes, and jackhammers. The vibration sources associated with the project, even though they may be noticeable to residents when construction is nearby, are not expected to cause any structural damage, because the estimated level of vibration would be below the threshold to cause damage and there would be sufficient distance between work zones and structures.

Most of the proposed improvements for Lakewood Station are related to non-motorized transportation. Other project improvements, including new sidewalks, curbs, gutters, bicycle lanes, and other safety improvements are not predicted to result in any long-term changes in the noise levels. All vehicle travel lanes along roadways that are associated with the project would remain in the same general lane configurations.

The one improvement that could result in an operational noise impact is the Northeast Surface Parking Lot C to the north of the station. The future use of the parking lot was modeled to determine the potential effects on noise levels. The noise model assumed full use of approximately 70 parking spaces during a single hour several times a day, thereby providing a worst-case hourly noise level. Noise levels were modeled for the nearby receiver locations shown in Figure 7, which included eight residences and one hotel.

As is shown in Table 3, noise levels from parking operations at the nine nearby receivers would range from 37 dBA Leq to 46 dBA Leq (average sound level) during the peak hour of operations, with a day-night equivalent sound level (Ldn) (24-hour day-night sound level) ranging from 32 dBA Ldn to 41 dBA Ldn. The existing noise levels are at least 10 dB higher than the modeled noise from the parking lot operations. If the existing noise levels are 10 dB higher than the new noise source levels, the new source would not contribute to a measurable change in the overall noise levels. The analysis showed that adding the parking lot would not change the noise levels at any of the nearby receiver locations due to the high background noise levels. Thus, the Northeast Surface Parking Lot C would not adversely affect noise levels (refer to Appendix A – Noise and Vibration Technical Report, Michael Minor and Associates, 2023).

Table 3 Northeast Surface Parking Lot C noise analysis

Location	Type	Distance (feet)	Background Noise (dBA)		Parking Lot Noise (dBA)		Future Noise Levels with Parking Lot (dBA)	
			Leq	Ldn	Leq	Ldn	Leq	Ldn
R-1	Residence	140	61	59	42	37	61	59
R-2	Residence	165	61	59	40	35	61	59
R-3	Residence	200	61	59	39	34	61	59
R-4	Residence	230	61	59	38	32	61	59
R-5	Residence	85	61	59	46	41	61	59
R-6	Residence	95	61	59	45	40	61	59
R-7	Residence	150	61	59	41	36	61	59
R-8	Residence	150	61	59	41	36	61	59
R-9	Hotel	250	66	65	37	32	66	65

Source: Michael Minor and Associates 2023.

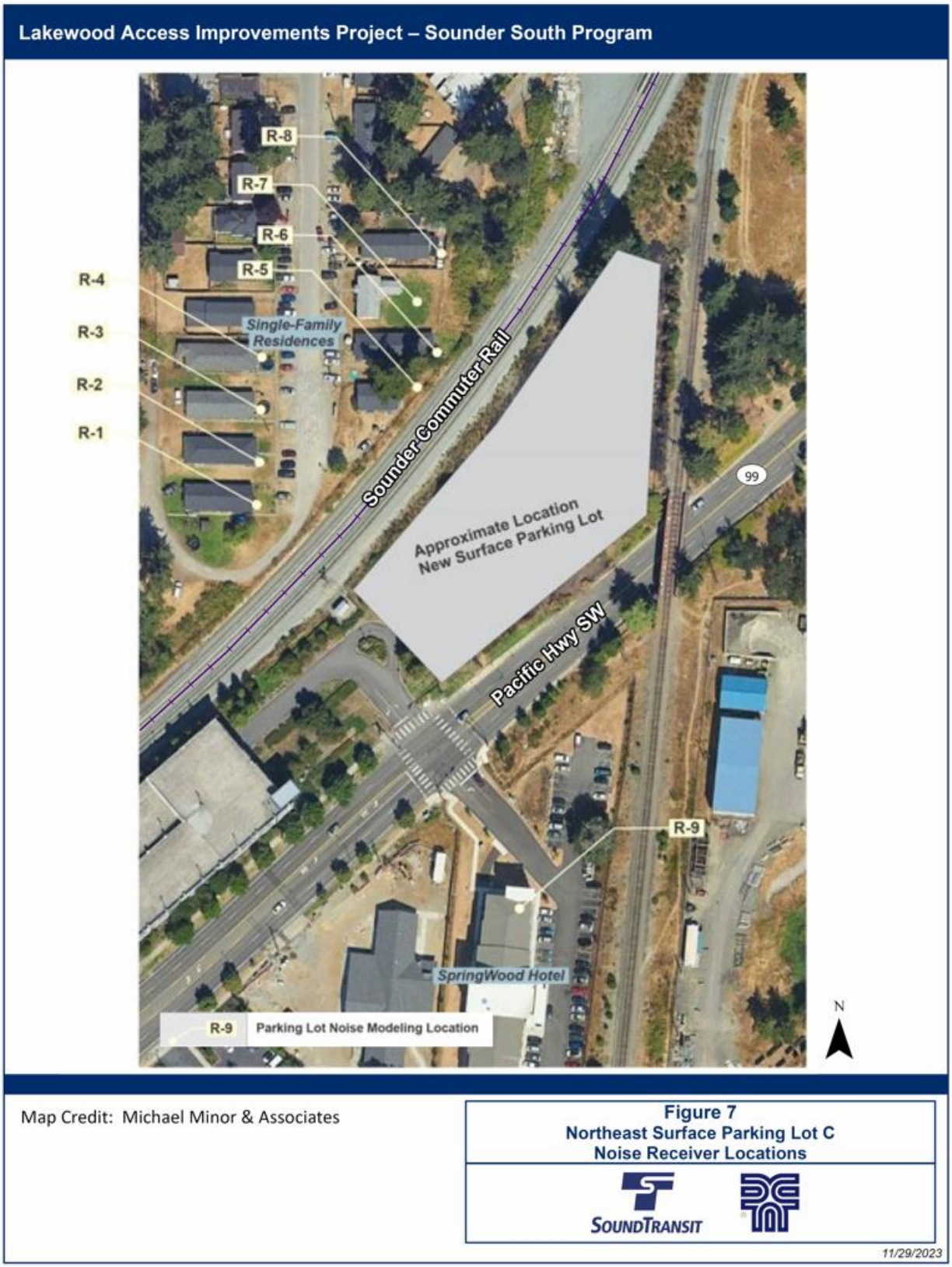


Figure 7 Northeast Surface Parking Lot C noise receiver locations

B 7 b (3) Proposed measures to reduce or control noise impacts, if any:

Because no operational noise impacts are predicted to result from the project, no measures to reduce or control operational impacts are proposed. With the proper equipment choice and acoustical treatments, potential noise from construction of the project can be reduced. Sound Transit would require the contractor to develop a Noise Control Plan that would include best practices to reduce construction-related noise at nearby properties and would require adherence to the local noise control ordinances and regulations. Any potential nighttime or weekend construction could require a noise variance from the City of Lakewood. The contractor would have the flexibility of prohibiting certain noise-generating construction activities during nighttime hours, providing additional noise control measures to meet noise limits, or seeking a variance. The following measures included in the Sound Transit Requirements Manual (June 2023) could be used to avoid or abate construction noise:

- Use smart back-up alarms during nighttime.
- Use low-noise emission equipment.
- Implement noise-deadening measures for truck loading and operations.
- Monitor and maintain equipment to meet noise limits.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Install high-grade engine exhaust silencers and engine-casing sound insulation.
- Prohibit jack hammering during nighttime hours.
- Minimize the use of generators or use whisper-quiet generators to power equipment.
- Limit use of public address systems.
- Use movable noise barriers at the source of the construction activity.
- Limit or avoid certain noisy activities during nighttime hours near residential areas.

The primary concern related to construction vibration in the project area is annoyance inside sensitive spaces. No construction vibration impacts are predicted; however, the following precautionary vibration mitigation strategies could be implemented if construction occurs within 25 feet of a sensitive or historic structure:

- Pre-construction verification: As previously stated, given the types of construction activities required for completion of the project, no vibration impacts are projected and no pre-construction survey or verification should be required. If, however, during construction, highly sensitive or historic buildings are identified within 25 feet of a site with heavy construction activities, an inspection of those buildings may be warranted.

- Vibration limits: The construction contract specifications should limit construction vibration to a maximum of 0.5 inches per second for all buildings within 25 feet of construction activities.

- Vibration monitoring: Given the types of construction activities required for completion of the project, vibration monitoring should not be necessary. If heavy construction would occur closer than 25 feet to sensitive structures or historic buildings, limited vibration monitoring may be warranted.

B 8. Land and Shoreline Use

B 8 a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Various existing land uses are located along the project areas and near access improvement sites. Land uses include single-family and multi-family residences (Garden Park Apartments, Pine Ridge Apartments, Springtree Apartments, James Apartments, Ladobe Apartments, AUZA Apartments, Ridgewood Apartments, and Carlyle Apartments), hotels (Holiday Inn Express, Comfort Inn & Suites, WoodSpring Suites, and Towne Place Suites by Marriot), recreation uses (Lakewood Racquet and Sports Club, Clover Park Baseball Fields, and Springbrook Park), fast food restaurants (Jack in the Box, Church's Texas Chicken, KFC Chicken, and K&C Burkie Hamburgers), retail and services (Titus Will Ford, Pet Doctor, Tyee Laundromat, Inspire Insurance, Texaco Gas Station, Aquarium Paradise, and McChord Mart), St. Clare Hospital, churches (Apostolic Faith Fellowship Church, First Baptist Church, and Grace Slavic Baptist Church), a daycare center, Clover Park High School, storage facilities, parking, and several vacant areas.

Generally, the project would not affect current land uses. There would be some improvements at driveways where new sidewalks and curb ramps would be added. In addition, some fencing and existing landscaping may need to be moved and replaced. Some existing informal parking in city ROW may be changed or eliminated.

B 8 b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

The project site has not been used in recent history as working farmlands or forest lands. There are no agricultural or forest lands of long-term commercial significance due to the area having been converted to urban land uses.

B 8 b (1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Because there are no working farmlands or forest lands near the project area, the proposal would not affect or be affected by these land uses.

B 8 c. Describe any structures on the site.

Lakewood Station comprises four one-story drop-off and pickup shelter structures, and a one-story sheltered waiting area for the Sounder trains. There is also a four-story, 620-stall parking garage with a pedestrian bridge and stairs that cross the rail line to the north side of the tracks to the drop-off/pickup area on Kendrick Street SW. Connected to the parking garage is covered area for the kiosk and ticket machine. Next to the kiosk is an approximately 20-foot-high public art structure. The station also includes luminaires.

Elsewhere in the project area, there are a number of types of structures. These include light poles, utility poles, mailboxes, fences, fire hydrants, retaining walls, covered transit shelters, and signage.

B 8 d. Will any structures be demolished? If so, what?

None of the existing Lakewood Station structures would be demolished. Some of the transit stops in the project area would be renovated, which would require temporary removal of signs, benches, and shelters. Some fencing may require removal or relocation to make room for construction or due to minor property acquisition of permanent ROW. The two projects requiring minor permanent ROW acquisition are:

- Bridgeport Way non-motorized connections via 115th Street Court SW to provide the connection from the 115th Street Court SW cul-de-sac to the trail and potential ROW along the edge of the trail.
- 47th Avenue SW non-motorized improvements north of I-5 on the west side of the street, between the bridge and Pacific Highway SW, to provide improved sidewalks.

B 8 e. What is the current zoning classification of the site?

The access improvements would be mostly located within roadway ROW or Sound Transit rail ROW, which have no zoning. The City of Lakewood zoning classifications for property adjacent to the road corridor improvements are Industrial/Industrial Business, Residential, Multi-family Residential, Public Institutional, Commercial, Open Space/Recreation, Transit-oriented Commercial, and Central Business District. The proposed Northeast Surface Parking Lot C would be located partially in the Public Institutional and partially in the Industrial/Industrial Business zoning categories. The Lakewood Station is located in the Public Institutional zone. Figure 8 shows the zoning in the project area.

B 8 f. What is the current comprehensive plan designation of the site?

The comprehensive plan designations for the project area are shown in Figure 9. The comprehensive plan designation for the Bridgeport Way SW corridor north of I-5 is Single-Family Residential to the west and Corridor Commercial along the road. The St. Clare Hospital to the east of Bridgeport Way SW is designated Public & Semi-Public Institutional.

Along 112th Street SW west of Bridgeport Way SW, the land is mostly designated Mixed Residential and Single-Family until it crosses Highland Avenue SW, where the plan designates the Clover Park High School as Public & Semi-Public Institutional to the north and the Lakewood Raquet & Sport Club as Open Space & Recreation. The land along Davisson Road SW is designated Single-Family and around Kendrick Street SW the designation is High-Density Multi-Family. The Sounder Station is designated Public & Semi-Public Institutional.

The southern part of the project area, south of I-5 and west of Bridgeport Way SW, is a mix of Multi-Family, High-Density Multi-Family, and Neighborhood Business District. Most of the 4th Avenue SW corridor is designated as Industrial with some High-Density Multi-Family and Open Space & Recreation designations.

The City of Lakewood has also developed a subarea plan for the Sounder station environs called the Station District Subarea Plan, which is an overlay for the area surrounding the Sounder station (Lakewood 2021). The district encompasses an area within 0.5 mile of the station but does not include the area to the southeast due to the I-5 freeway, which forms a barrier.

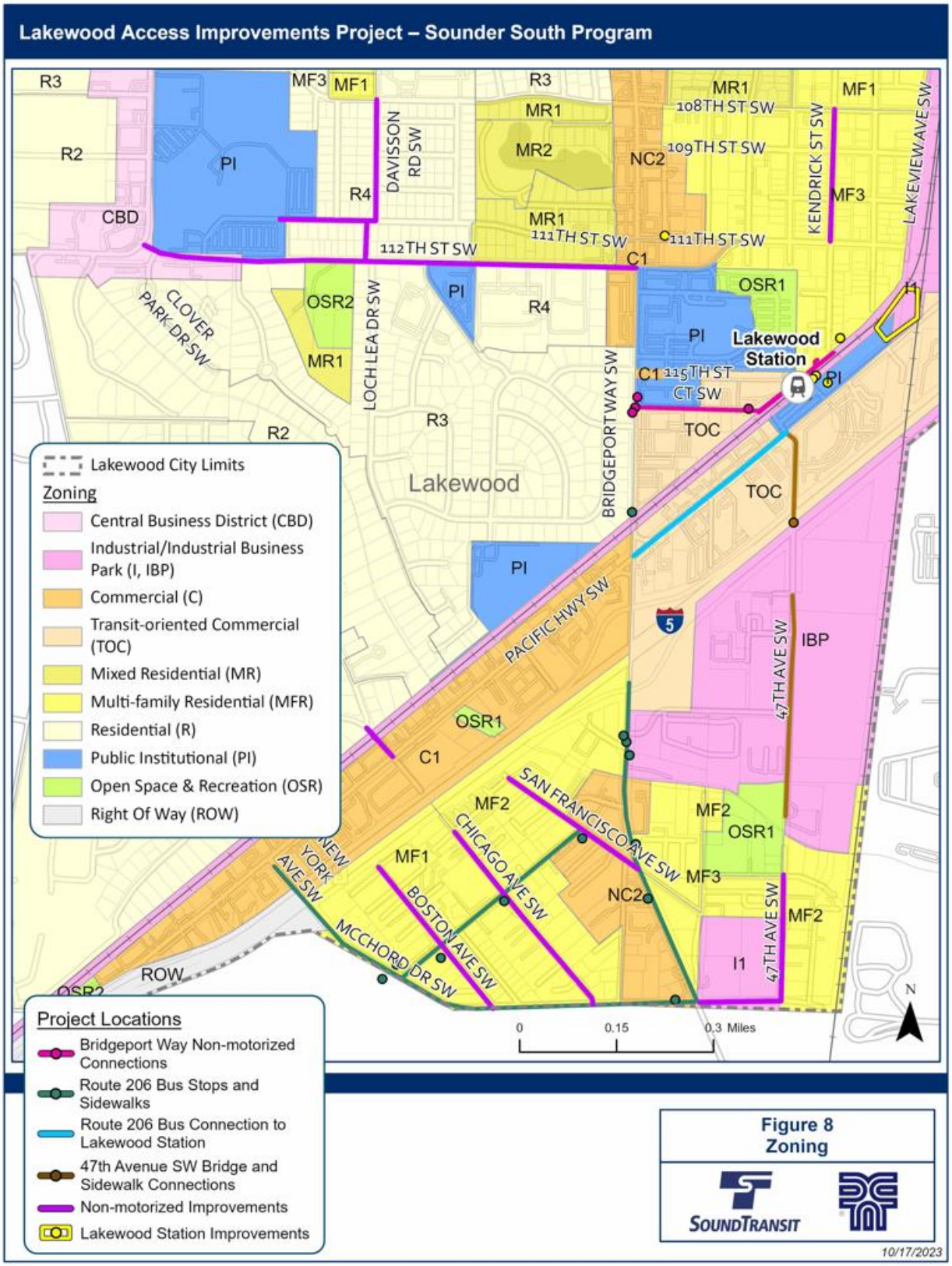


Figure 8 Zoning

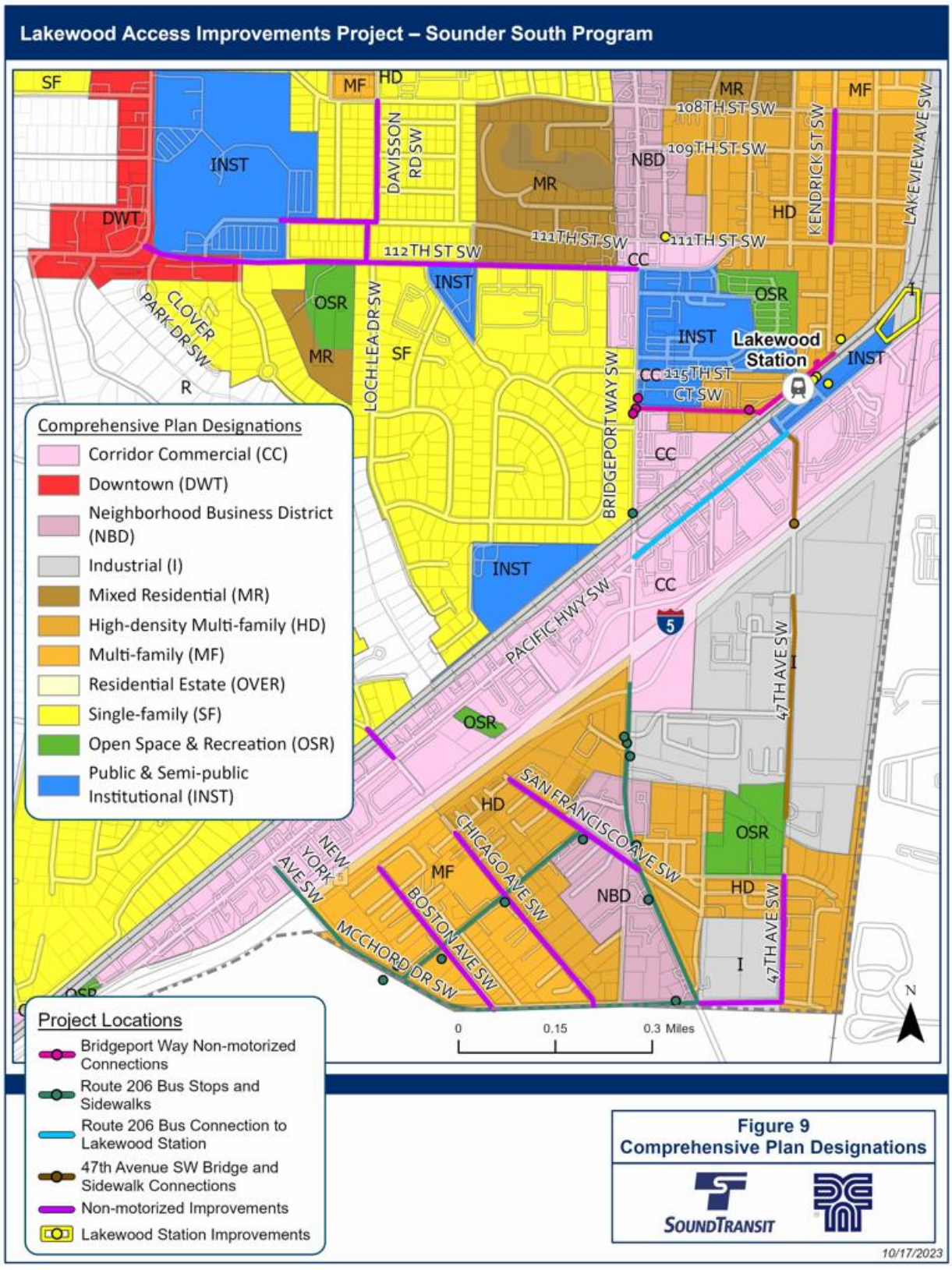


Figure 9 Comprehensive plan designations

The purpose of the district is to encourage transit-oriented development, which would be a dense mix of commercial, retail, services, and high-density residential uses supported by the Lakewood Station and transit connections.

B 8 g. If applicable, what is the current shoreline master program designation of the site?

Clover Creek flows through the project area and is designated as Aquatic Environment and Urban Stream Protection Environment per the City of Lakewood's Shoreline Master Program.

B 8 h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The City of Lakewood Critical Areas and Natural Resource Lands Code (LMC Chapter 14.142) designates the following areas as critical areas within the city: wetlands, critical aquifer recharge areas, fish and wildlife habitat areas, geologically hazardous areas, flood hazard areas, and mineral resource lands. Critical areas that exist in the project area include three wetlands, Clover Creek (fish habitat area), and floodplains. The entire project area is located within the Central Pierce County sole source aquifer area.

Even though critical areas are located in the vicinity of the project, the project would have no adverse effects on wetlands, critical aquifer recharge areas, or flood hazard areas. The proposed Northeast Surface Parking Lot C would remove a small (0.1 acre) stand of Oregon white oak trees, which are designated a potential priority wildlife habitat in the City of Lakewood; however, this small stand is unlikely to provide significant wildlife habitat or function as a corridor as described in Question B 4 c. None of the improvements would encroach upon wetlands or Clover Creek or their buffers. The project would not result in any loss of flood storage, and no water would be withdrawn from the underlying aquifer (the proposed infiltration of stormwater would benefit the aquifer).

In addition, the following activities are exempt from the provisions in LMC Lakewood's Critical Areas and Resource Lands Ordinance, as stated in the ordinance:

> Maintenance or reconstruction of existing roads, paths, bicycle ways, trails, bridges, and associated storm drainage facilities, provided that reconstruction does not involve significant expansion of facilities. Construction of curbs, gutters, sidewalks, or other incidental improvements to existing roadways shall generally be considered to fall within this exemption when undertaken pursuant to best management practices to avoid impacts to critical areas (LMC 14.142.070 (B)).
>
> Installation or construction in improved City road rights-of-way, and replacement, operation, or alteration of all electric facilities, lines, equipment, or appurtenances, not including substations, with an associated voltage of 55,000 volts or less (LMC 14.142.070 (E)(4)).

B 8 i. Approximately how many people would reside or work in the completed project?

No people would reside or work at the completed project.

B 8 j. Approximately how many people would the completed project displace?

The project would not result in displacement of any people. Most of the access improvement projects would not require permanent acquisitions. Temporary construction easements or rights-of-entry would be necessary for minor grading activities to construct some projects or portions of some projects. Temporary construction easements would be identified during final design of the

project. Sound Transit would own the proposed Northeast Surface Parking Lot C. Two of the access improvement projects would potentially require partial permanent acquisition of property:

- Bridgeport Way non-motorized connections via 115th Street Court SW to provide the connection from the 115th Street Court SW cul-de-sac to the trail and potential ROW along the edge of the trail.
- 47th Avenue SW non-motorized improvements north of I-5 on the west side of the street, between the bridge and Pacific Highway SW, to provide a sidewalk.

B 8 k. Proposed measures to avoid or reduce displacement impacts, if any:

No measures are necessary because the project requires no displacements.

B 8 l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project would be consistent with the City of Lakewood's land use and development code and would support the City of Lakewood's land use goals and policies. The Lakewood Comprehensive Plan calls for "aggressive pursuit of non-motorized transportation facilities and public transit options" (Lakewood 2000, revised 2021). This theme runs through the entire comprehensive plan document and is a substantial policy element; therefore, the project is compatible with the plan. Sound Transit would follow the City of Lakewood's land use approval processes for project design elements as needed, which would ensure project consistency with city land use plans, goals, and policies.

B 8 m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No measures are proposed because the project would have no impacts to agricultural or forest lands.

B 9. Housing

B 9 a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units would be created as part of this project.

B 9 b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The proposed project would not result in the elimination of any housing units.

B 9 c. Proposed measures to reduce or control housing impacts, if any:

The proposed non-motorized access improvements are not anticipated to result in housing impacts, given that these access improvements would occur within existing city ROW or within the Lakewood Station property. The exception would be the parcels owned by Sound Transit that are proposed for the Northeast Surface Parking Lot C. If these parcels are developed for parking, it would potentially affect the use of these parcels for future housing or transit-oriented development.

B 10. Aesthetics

B 10 a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Most of the access improvements would be less than a single story in height (such as a bus shelter) or at ground level, with the exception of several utility poles for lighting, which would be up to 36 feet high. These utility poles would be used in conjunction with sidewalk improvements on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW as well as lighting for the new Northeast Surface Parking Lot C. Exterior building materials for the bus shelters would conform to Pierce Transit's architectural standards.

B 10 b. What views in the immediate vicinity would be altered or obstructed?

During construction, views in the vicinity of access improvements would be temporarily altered by construction equipment, vehicles, and disturbed areas.

There are no identified sensitive views in the project area. No existing views are anticipated to be obstructed by the project. Most of the views both from and toward these facilities would be slightly altered by the addition of pedestrian-level access improvements within areas of existing urban or semi-urban visual character. Therefore, it is anticipated that these new features would blend in with existing views, causing little if any visual change with the exception of locations where existing vegetation would be removed. For example, adding bicycle lanes, sidewalks, bus shelters, etc. to the roadway ROW would blend in with the existing roadway environment.

The proposed Northeast Surface Parking Lot C would require the removal of several mature trees including Oregon white oak and Douglas fir in an open space adjacent to the station. This removal of trees would alter the views of this area from the station and from Pacific Highway SW. One mature Douglas fir tree may be removed for the 10-foot-wide asphalt path proposed to be built between the cul-de-sac on 115th Street Court SW and the existing pedestrian overpass, altering views from the street by removing visual screening of the track. Also, proposed concrete curb and sidewalks along McChord Drive SW may remove several mature Douglas fir trees close to the roadway. According to LMC 18A.70.320, all of the trees in these areas are likely considered "significant" trees due to their type and size.

B 10 c. Proposed measures to reduce or control aesthetic impacts, if any:

Perimeter landscaping in conjunction with city code and the Sound Transit Design Criteria Manual would help reduce the visual effect of the new Northeast Surface Parking Lot C, 10-foot asphalt trail, and security fence by screening and/or softening views toward the facilities. Similarly, sidewalk improvements along McChord Drive SW would provide street trees per City of Lakewood code to replace lost screening function from removal of existing trees.

Care would be taken to avoid impacts to existing significant trees (e.g., Oregon white oak trees) to the greatest extent practicable. Any significant trees that cannot be avoided would be mitigated in accordance with the City of Lakewood's significant tree preservation code (LMC 18A.70.320), which requires smaller replacement trees located to optimize visual screening (see Section B.4.d).

B 11. Light and Glare

B 11 a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

During construction there may be a need for night work, which would require night lighting to safely illuminate the work area. That light could spill over into commercial or residential areas adjacent to the access improvement or create glare in the ROW, thereby adversely affecting drivers. If such construction lighting were necessary, it would be of a short-term nature.

Proposed sources of light would come from new streetlights along New York Avenue SW and McChord Drive SW. These lights would be seen at night from adjacent roadways and residential areas. The intersection on the south side of Bridgeport Way SW at 115th Street SW would receive a pedestrian half signal, as well as improved lighting. New pedestrian-level lighting would be added to Bridgeport Way SW at the transit stops at San Francisco Avenue SW, Seattle Avenue SW, and Pacific Highway SW, and this lighting would be seen at night. A new pedestrian crossing signal and median pedestrian refuge would be added at the Bridgeport Way SW/Seattle Avenue SW intersection and would be seen flashing only during use. Lighting would also be installed at the new Northeast Surface Parking Lot C.

Reflective glare is not expected as a result of the project improvements because bus and transit shelter materials would be nonreflective and/or matte-finished.

B 11 b. Could light or glare from the finished project be a safety hazard or interfere with views?

It is not anticipated that any light or glare from the project would pose a safety hazard or interfere with views because the new lighting would occur within the urban areas that have existing lighting and transit shelter materials would be nonreflective. No other project features are anticipated to produce glare.

B 11 c. What existing off-site sources of light or glare may affect your proposal?

No existing off-site sources of light or glare would affect the project.

B 11 d. Proposed measures to reduce or control light and glare impacts, if any:

As much as practical, construction night lighting would be directed downward and away from any adjacent residences to reduce spillover light, as well as away from streets to avoid creating night glare for drivers.

For project operation, all proposed light fixtures would include cut-off shields or hoods, so lighting is directed downward to prevent spillover into neighboring properties. Proposed lighting would be selected to be compatible with, or potentially match, the types of lighting fixtures currently present in the corridor. In addition, almost all the new lighting associated with the project would occur in a roadway corridor that has existing street lighting. No measures are proposed or necessary for glare because it is not anticipated that the finished project would produce glare.

B 12. Recreation

B 12 a. What designated and informal recreational opportunities are in the immediate vicinity?

There are a variety of recreational opportunities in the general project vicinity (see Figure 10). These include the following private and public facilities:

- Lakewood Racquet & Sport Club
- Springbrook Park
- Clover Park Baseball Fields, Tennis Courts, and High School Football Field
- Gravelly Lake, American Lake, and Lake Steilacoom
- Tacoma Country & Golf Club
- Lakewold Gardens

B 12 b. Would the proposed project displace any existing recreational uses? If so, describe.

The proposed project would not displace any existing recreational uses temporarily or permanently.

B 12 c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Because the project would not impact any recreation uses, no measures are proposed.

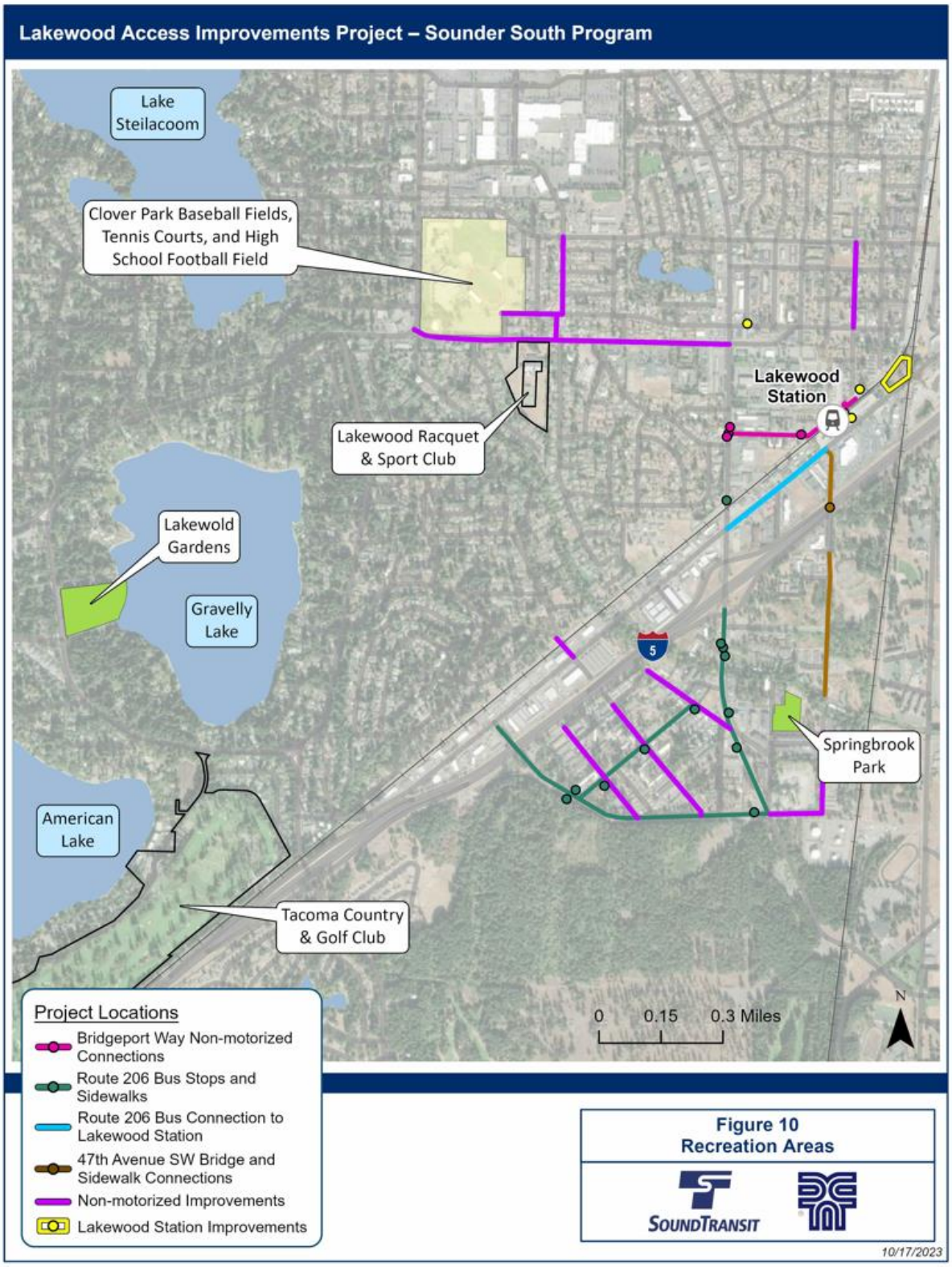


Figure 10 Recreation areas

B 13. Historic and Cultural Preservation

B 13 a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The defined Area of Impacts (AI) for historic and cultural resources includes the area encompassing all the proposed access improvements within the construction footprint (see Figure 11). In locations where the proposed improvement includes the construction of elements above 1 foot in height (i.e., new bus shelters and fencing), with the exception of lighting and signs, the AI includes the parcel adjacent to the proposed construction. Where the adjacent parcel is a ROW improvement, the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where activities have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the project would be in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these at-grade elements are proposed.

Table 4 lists the 18 potential historic resources identified within the AI. While there are a number of historic resources older than 45 years, they are not recommended for listing in city, state or national registers based on the historic resources analysis.

There is one previously recorded archaeological resource within the AI. Site 45PI767, Old Pacific Highway/Lakeview Avenue, consists of segments of a historic road alignment that was constructed from 1918 to 1928 (Cooper and Sparks 2007). The site has been determined not eligible for the National Register of Historic Places (NRHP) (Sterner 2015). Aerial imagery indicates that the portion of Site 45PI767 within the AI was removed during clearing and grading activities within the vacant lot northeast of the Lakewood Station parking garage that occurred between 2005 and 2008.

There are two additional previously recorded archaeological sites within 0.25 mile of the AI, neither of which has been formally evaluated for listing in the NRHP (DAHP 2023a). The first, Site 45PI419, is a surface historic-period debris scatter consisting of materials dating from circa 1917 to 1938, located approximately 0.1 mile south of the AI within JBLM (Walitschek 1994a). The second, Site 45PI420 (Steilacoom to Elk Plain – Moloch Station Road Segments), consists of two intact road segments predating 1870. One of the road segments is located less than 0.1 mile south of the AI within JBLM, while the other is located more than 0.25 mile south of the AI within JBLM (Walitschek 1994b).

B 13 b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

During the cultural resources survey conducted for the project, there was no evidence of Native American historic use or occupation. Archival research revealed that there have been seven previous cultural resource surveys conducted within the AI, none of which located any archaeological resources. An additional seven cultural resource studies have been conducted within 0.25 mile of the AI. Refer to Table 5 in Section B.13.c below and to Appendix B (Cultural Resources Technical Report, Historical Research Associates, Inc., 2023) for information about these 14 previous studies.

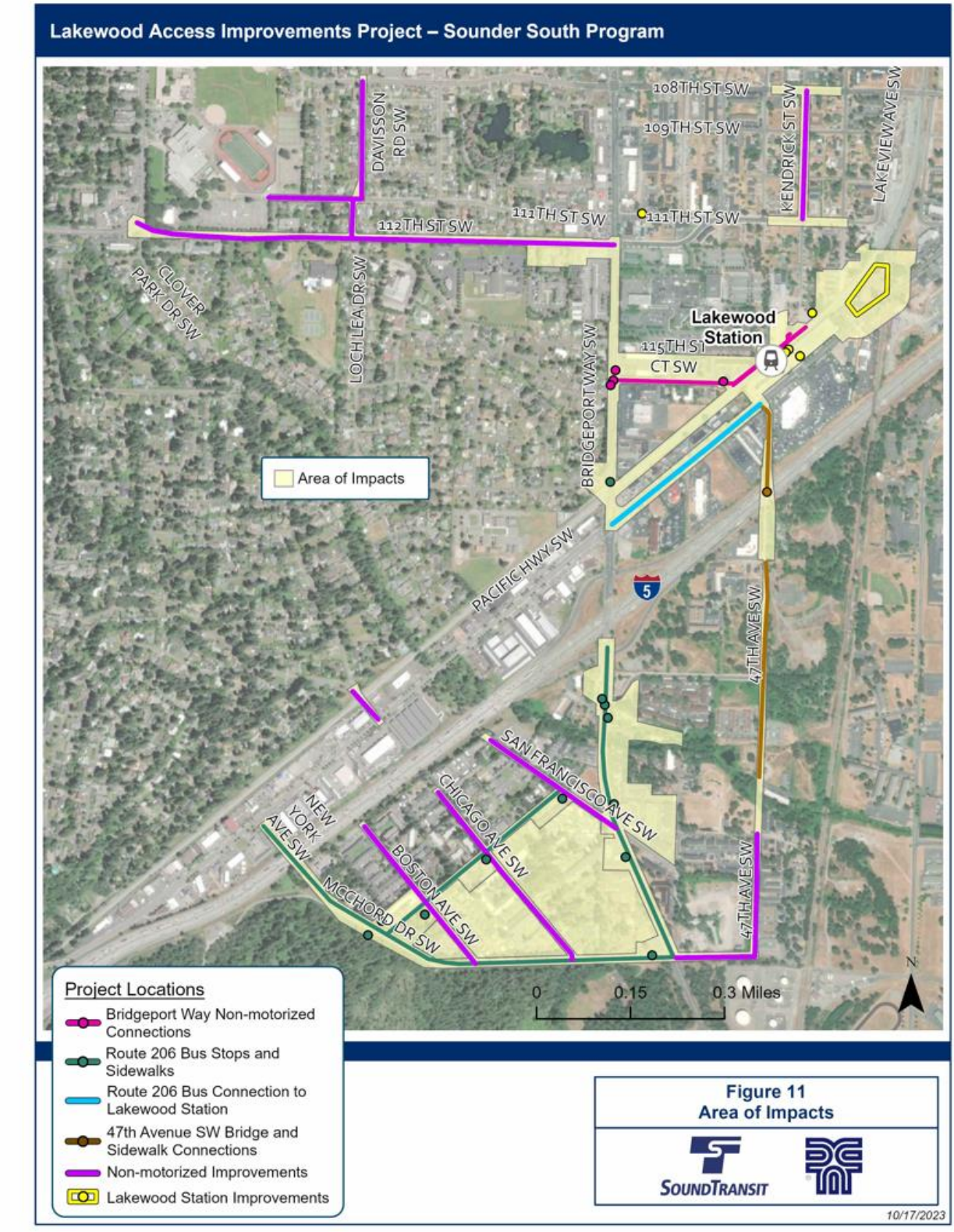


Figure 11 Area of impacts

Table 4 Surveyed built environment resources within the Area of Impacts

No.	Parcel No.	WISAARD[1] Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
1	0219111042	730662	5202 112th Street SW	Multi-family Residence	1963	Recommended Not Eligible for City, State, or National Registers
2	0219111018	730665	11202-11208 Bridgeport Way SW	Commercial	1964	Recommended Not Eligible for City, State, or National Registers
3	0219122139	730664	4400 Lakeview Avenue SW	Multi-family Residence	1928	Recommended Not Eligible for City, State, or National Registers
4	0219122142	730666	11213-11221 Kline Street SW	Multi-family Residence	1945–1955	Recommended Not Eligible for City, State, or National Registers
5	0219122150	730666	11216-11230 Kline Street SW	Multi-family Residence	1945–1957	Recommended Not Eligible for City, State, or National Registers
6	0219122167	730667	4610 113th Street SW	Industrial	1955–2007	Recommended Not Eligible for City, State, or National Registers
7	2650000050	154009	4801 115th Street Court SW	Multi-family Residence	1962	Recommended Not Eligible for City, State, or National Registers
8	2650000030	153976	4815 115th Street Court SW	Multi-family Residence	1963	Recommended Not Eligible for City, State, or National Registers
9	2650000020	153974	4901 115th Street Court SW	Multi-family Residence	1962	Recommended Not Eligible for City, State, or National Registers
10	0219122065	730670	11509 Bridgeport Way SW	Utility	1968–2002	Recommended Not Eligible for City, State, or National Registers
11	5125200050	148065	11803 Tomahawk Road SW	Residence	1956	Recommended Not Eligible for City, State, or National Registers
12	5125200060	153468	11811 Tomahawk Road SW	Residence	1957	Recommended Not Eligible for City, State, or National Registers
13	0219123054	730671	12413 Bridgeport Way SW	Multi-family Residence	1955–1972	Recommended Not Eligible for City, State, or National Registers
14	0219132044	730672	12928 Bridgeport Way SW	Commercial	1959	Recommended Not Eligible for City, State, or National Registers
15	0219132043	730673	4911 McChord Drive SW	Residence	1944	Recommended Not Eligible for City, State, or National Registers
16	0219114146	730674	12809 Lincoln Avenue SW	Multi-family Residence	1977	Recommended Not Eligible for City, State, or National Registers
17	0219141045	730675	13020 Lincoln Avenue SW	Multi-family Residence	1964	Recommended Not Eligible for City, State, or National Registers
18	0219141019	730676	5508 Boston Avenue SW	Residence	1951	Recommended Not Eligible for City, State, or National Registers

Source: Historical Research Associates 2023.

Note: (1) WISAARD = Washington Information System for Architectural and Archeological Records Data.

B 13 c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

An archaeological survey of the AI was performed on March 6 and 16, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing (Historical Research Consultants, Inc. 2023). One previously identified archaeological site (Site 45P1767 described above) located in the AI was assessed during the survey, even though it was previously determined not to be eligible for listing and no historic remnants were observed at the site. Seven shovel probes were excavated within the proposed footprint of the new Northeast Surface Parking Lot C, and no precontact or historic-period cultural materials were found.

Other methods used to assess impacts included conducting archival research, which included identifying and reviewing previous cultural resource studies using published and electronic sources and those provided by the DAHP and the City of Lakewood. Table 5 below provides a summary of those studies.

Table 5 Previous cultural resource studies within 0.25 mile of the AI

Reference	NADB[1]	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Chattey and Foxall 1997	1350067	Historic Resources Inventory & Evaluation McChord Air Force Base, Pierce County, Washington Survey Report	Overlaps the AI	None
Chasteen and Cooper 2005	1346744	Cultural Resource Assessment of the Proposed City of Lakewood Pacific Highway Southwest (Bridgeport Way to 108th Street Southwest) Improvement Project, Pierce County, Washington	Overlaps the AI	None
Jongsma and Schultz 2006	1684718	SE5237A, Lakewood City WT-Offload, 11116 Gravelly Lake Drive, Lakewood, Washington	< 0.1 mile (mi) west	None
Kanaby et al. 2007	1350671	Cultural Resources Report, Pacific Highway Improvement Project 108th Street to SR 512, Pierce County, Lakewood, Washington	0.2 mi northeast	None
AMEC Earth and Environmental 2008	1351203	Section 106 Review, Tillicum/American Lake Gardens Sewer Expansion, Pierce County, Washington	0.2 mi southwest	None
Bowers 2008	1353346	Cultural and Historic Resources Survey, Pacific Highway Southwest Improvement Project (Gravelly Lake Drive to Bridgeport Way), Lakewood, Pierce County, Washington	Overlaps the AI	None
Chasteen et al. 2008	1351522	Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington	Overlaps the AI	None

Reference	NADB[1]	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Stevenson 2011	1681088	Cultural Resources Survey Report–Lakewood Station Connection	Overlaps the AI	None
Van Galder et al. 2012	1683008	Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment	Overlaps the AI	None
Kiers 2013	1683944	Cultural Resources Survey, I-5/SR 510 to SR 512 – Stage 3 Mobility Improvements, Thurston and Pierce Counties, Washington	Overlaps the AI	None
Stevenson and Sneddon 2013	1684576	Cultural Resources Assessment for the Sounder Yard Expansion Project, Lakewood, Washington	0.1 mi northeast	None
Rooke and Uldall 2016	1688295	Cultural Resources Assessment for the Springbrook Park Land Acquisition and Bridge Installation Project, Pierce County, WA	< 0.1 mi east	None
Patton and Schreck 2022	1696742	McChord Bridge Replacement Project Cultural Resources Survey Report	0.2 mi east	None
Schneider et al. 2022	1696941	Springbrook Park Phase 2 Additional Improvements Project, Lakewood, Pierce County, Washington	< 0.1 mi east	None

Source: Historical Research Associates, Inc. 2023.

Note: (1) = National Archeological Database.

The methods also included review of historic-period maps, historic registers, and cemeteries within the AI. DAHP's Predictive Model was also reviewed, which gives a general estimate of the likelihood of encountering archaeological resources based on historic Indian usage. Archaeological resources and historic-period built-environment resources were evaluated for their eligibility for listing in the NRHP. Additional built-environment resources were evaluated for their eligibility for listing in the Washington Heritage Register and the Lakewood Landmarks Register.

Appendix B (Cultural Resources Technical Report, Historical Research Associates, Inc., 2023) will be distributed to appropriate Tribes and DAHP for their review and comment. Sound Transit will allow 30 days for review of the documents. Sound Transit also will request formal NRHP and Washington Heritage Register eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resource compliance.

B 13 d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Since there were no cultural resources found during the project survey or previous studies, no measures are proposed. An inadvertent discovery plan would be in place during construction activities. If archaeological deposits are inadvertently discovered during construction, procedures outlined in the project's inadvertent discovery plan would be followed (refer to Appendix B – Cultural Resources Technical Report, Historical Research Associates, Inc., 2023).

B 14. Transportation

B 14 a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project occurs on a number of streets including Bridgeport Way SW, 112th Street SW, Highland Avenue SW, 111th Street SW, Davisson Road SW, Kendrick Street SW, Pacific Highway SW, 115th Street Court SW, 47th Avenue SW, McChord Drive SW, Lincoln Avenue SW, Chicago Avenue SW, Boston Avenue SW, San Francisco Avenue SW, and Clover Creek Drive SW (see Figure 1 and Figure 14). Table 6 identifies access to the Lakewood Station by passenger mode of transportation based on Sound Transit survey and station profile data. As shown, the station is primarily accessed by automobile. Access by other modes such as walking, bicycling, and local transit is difficult due to existing barriers or lack of direct travel routes.

Table 6 Lakewood Station mode of access summary

Mode of Transportation	2019 System Access Strategic Plan Passenger Access Survey Report	March 2020 Lakewood Station Profile (pre-Covid)
Walk/wheelchair	<2%	8%
Bicycle	<2%	<1%
Transit transfer	17%	4%
Auto	78%	87%
Drop-off	*14%*	*8%*
Parked (Drove alone/carpool/vanpool)	*64%*	*79%*
Other[1]	<2%	Not measured

Source(s): Sound Transit 2019 and 2020b.

Note: (1) Other is not defined in source documents.

Vehicle Access

Vehicular access to the 601-stall Lakewood Station parking garage is provided via Pacific Highway SW, through both a signalized intersection on the northeast side of Lakewood Station and a right-in/right-out point of ingress/egress midway along the garage frontage. From the north, the cul-de-sac southern terminus of Kendrick Street SW provides a pickup/drop-off location, from which the station platform can be accessed via a pedestrian bridge over the Sounder tracks.

Pacific Highway SW, a primarily north-south minor arterial, connects Lakewood Station to Lakewood's broader roadway network, from Tacoma to the north to the southern portion of Lakewood to the south. Bridgeport Way SW, a north-south principal arterial, intersects Pacific Highway SW to the southwest of the station and provides connections to University Place in the north, as well as I-5 and JBLM to the south. An east-west minor arterial, 112th Street SW intersects Bridgeport Way SW at a signalized intersection northwest of the station. To the east, it connects to Kendrick Street SW and its pickup/drop-off area at the northern edge of the station. Figure 12 displays the Lakewood Station vehicle access points.

Between the Lakewood Station parking garage and the 493-stall SR 512 Park-and-Ride operated by Pierce Transit at the intersection of South Tacoma Way and Pacific Highway SW, approximately 1,000 parking spots are available within the 1-mile travel shed. The vehicle parking at Lakewood Station is not fully utilized (utilization ranged from 20% to 31% during a Tuesday through Thursday data collection period in May 2023). Additionally, there is currently no indication that Sounder riders are parking along City of Lakewood streets in neighborhoods adjacent to the Lakewood Station. Bicycle parking at the station is also underutilized. No other parking access gaps were identified.

Located 0.5 mile southwest of Lakewood Station, the I-5/Bridgeport Way SW interchange provides access to the state highway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel. I-5 has an interchange with SR 512 approximately 1.5 miles north of the Bridgeport Way SW interchange and enters the Olympia/Lacey area approximately 13.5 miles to the south. Figure 13 displays the roadway network within the 5-mile vehicle travel shed and Figure 14 shows the roadway network near the station.

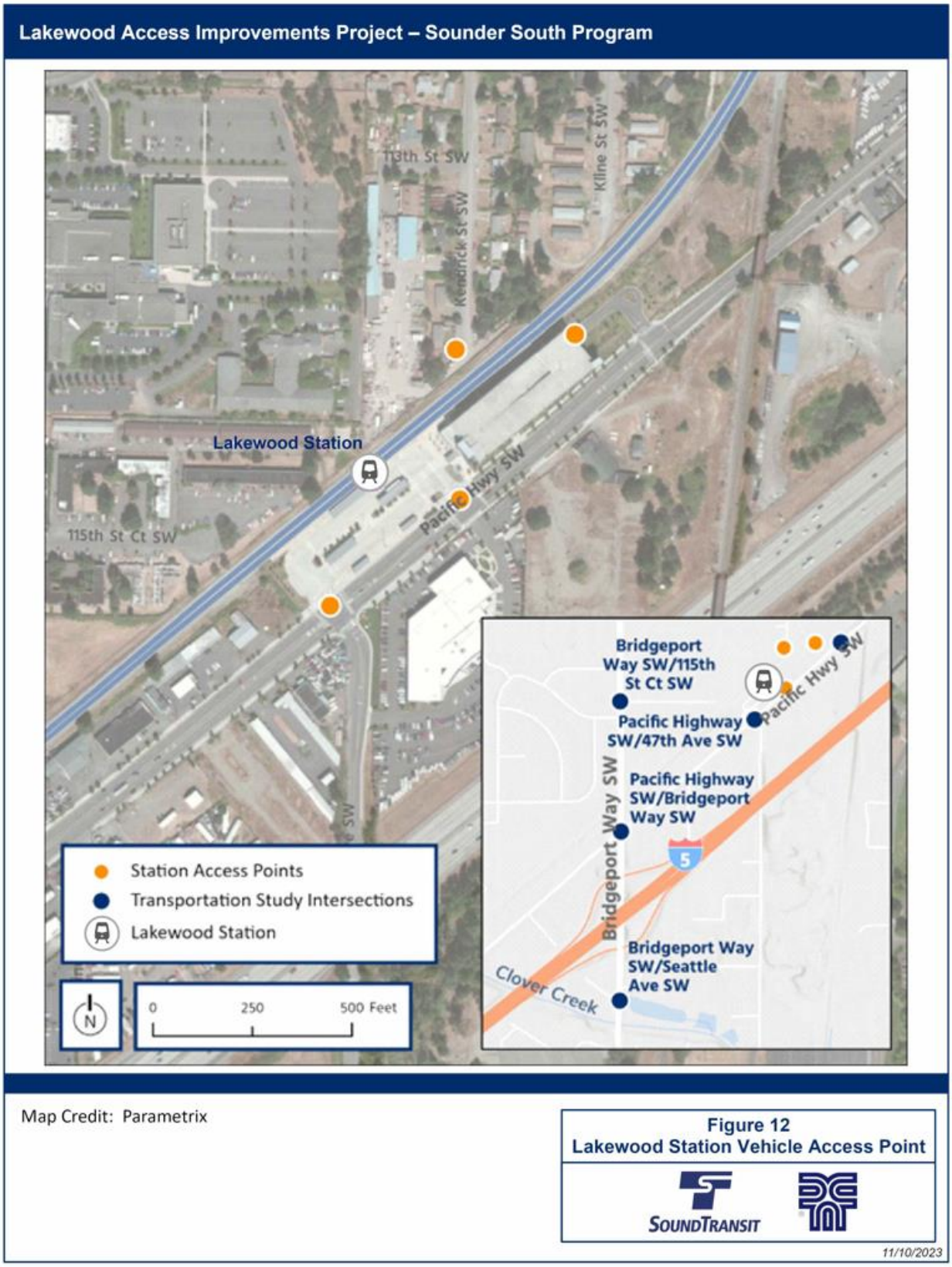


Figure 12 Lakewood Station vehicle access points

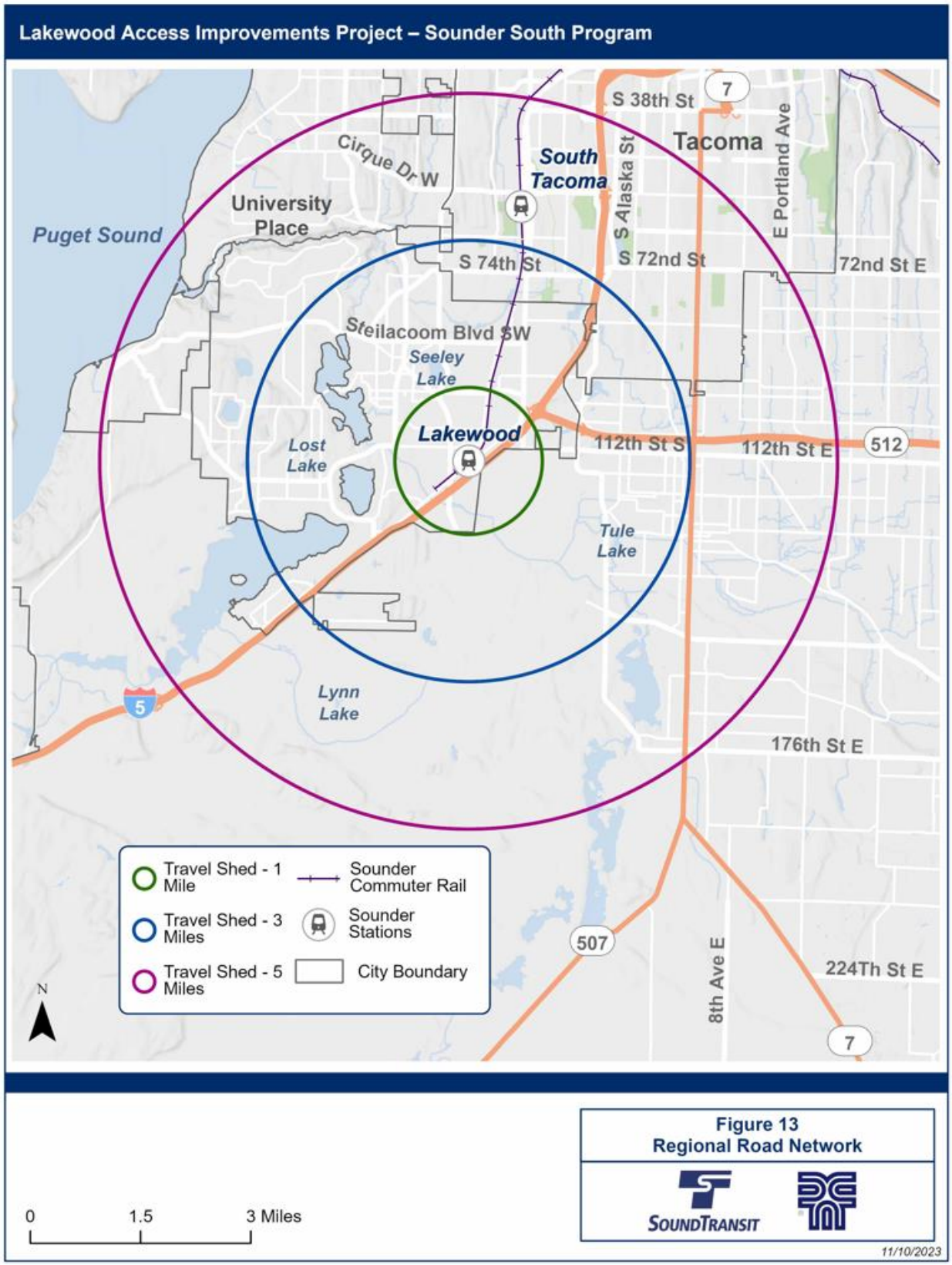


Figure 13 Regional road network

Figure 14 Local road network

Pedestrian Access

Pedestrian access to Lakewood Station occurs on the station's southeastern frontage along Pacific Highway SW (see Figure 15), while three signalized intersections along the station frontage (parking garage driveway, north bus terminal driveway, and south bus terminal driveway/47th Avenue SW) provide opportunities for pedestrians to cross Pacific Highway SW.

A pedestrian plaza is also located on the northwest side of the Sound Transit tracks at Kendrick Street SW, linking to the station platform, bus terminal, and parking garage via a pedestrian bridge. At-grade sidewalk crossings of the Sounder tracks are present at Bridgeport Way SW to the southwest of the station and 108th Street SW to the northeast.

While the Lakewood Station pedestrian bridge provides direct access across the Sound Transit tracks to the north, there is little pedestrian access to locations that are immediately northwest of the station, such as St. Clare Hospital. Currently, accessing such locations would require pedestrians to either travel southwest along Pacific Highway SW and then north along Bridgeport Way SW, or cross the pedestrian bridge north to Kendrick Street SW and follow 111th Street SW and 112th Street SW to the west.

Key sidewalk gaps are present on Bridgeport Way SW and 47th Avenue SW as they cross I-5, while sidewalk gaps along 112th Street SW west of Bridgeport Way SW limit pedestrian access to neighborhoods west of the station. As shown in Figure 15, sidewalk gaps are present along the majority of non-arterial streets within the 1-mile pedestrian travel shed.

Within the 1-mile Lakewood Station pedestrian travel shed, sidewalks are present along most arterial and collector roadways, with the following exceptions:

- Bridgeport Way SW (both sides between I-5 southbound on/off ramps and I-5 overpass; west side between I-5 overpass and I-5 northbound on/off ramps).
- 47th Avenue SW (west side between Pacific Highway SW and I-5 overpass; both sides south of I-5 overpass).
- South Tacoma Way (west side between Pacific Highway SW and I-5 overpass; west side between I-5 overpass and 112th Street SW).
- 112th Street S (north side east of 34th Avenue S; south side east of South Tacoma Way).
- Wildaire Road SW (both sides west of Main Street SW/Davisson Road SW).
- 112th Street SW (both sides west of 55th Avenue SW; north side between Bridgeport Way SW and 55th Avenue SW; north side between Bridgeport Way SW and Addison Street SW; south side between Addison Street SW and Freiday Street SW).
- 111th Street SW (both sides between Freiday Street SW and Kendrick Street SW).
- Lakeview Avenue SW (east side north of 108th Street SW).
- 100th Street SW (south side – most of the portion within the 1-mile travel shed).

The condition of curb ramps within the 1-mile pedestrian travel shed varies. Some intersections have curb ramps that are noncompliant with current ADA standards while other intersections may have missing curb ramps.

Bicycle Access

Bicycle lanes along Pacific Highway SW and South Tacoma Way provide direct access to Lakewood Station and locations to the northeast and southwest between 88th Street SW and Gravelly Lake Drive SW, except for a short gap to the northeast of the station as Pacific Highway SW passes below the BNSF Railway ROW (see Figure 16).

Bicycle lanes on Kendrick Street SW (south of 111th Street SW), 111th Street SW (Kendrick Street SW to Lakeview Avenue SW), and Lakeview Avenue SW (both sides from 111th Street SW to 108th Street SW and west side only between 108th Street SW and Steilacoom Boulevard SW) connect neighborhoods to the northern station entrance and pedestrian bridge. The bicycle lanes on Lakeview Avenue SW and Pacific Highway SW connect to bicycle lanes on 108th Street SW, which cross at-grade with the Sounder tracks to the northeast of the station. A project by the City of Lakewood and Sound Transit enhanced non-motorized facilities by adding sidewalks and bicycle lanes in both directions on 111th Street SW and 112th Street SW between Bridgeport Way SW and Kendrick Street SW and was completed in 2021.

Bicycle lanes are provided along Bridgeport Way SW to the west of Lakewood Station between McChord Drive SW and 123rd Street SW, and shared lanes are provided between Pacific Highway SW and 75th Street W. The northern end of the shared-lane markings connect to bicycle lanes on Bridgeport Way SW that continue north into University Place.

There are few east-west bicycle connections located outside of the immediate station vicinity and within 1 mile of Lakewood Station. I-5 presents a barrier to bicycle access to Lakewood Station from the east and south, because there are no crossings with dedicated bicycle facilities. Bicycle access to the station from the east and south is further limited by SR 512 and JBLM, particularly from the unincorporated Pierce County community of Parkland.

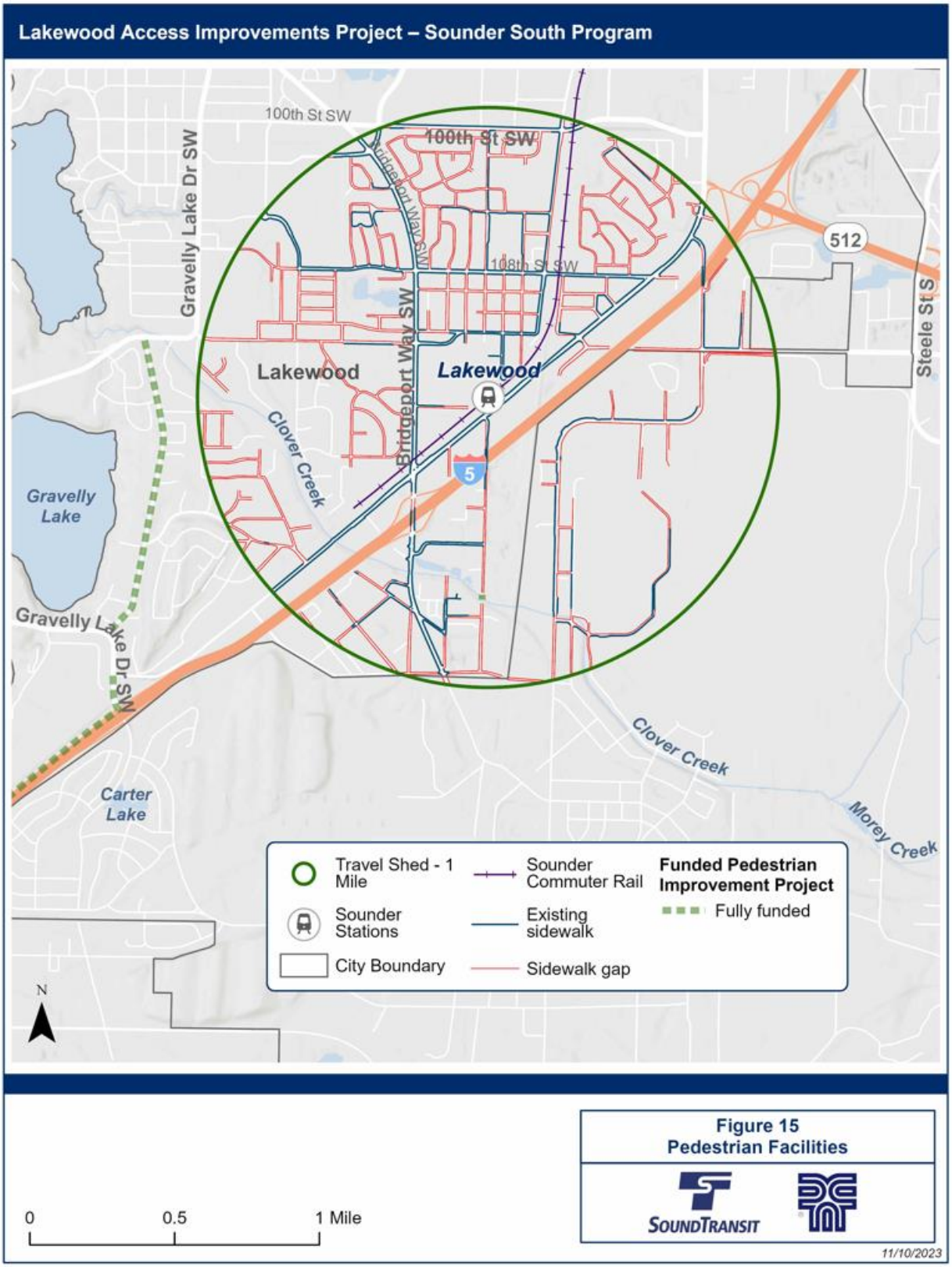


Figure 15 Pedestrian facilities

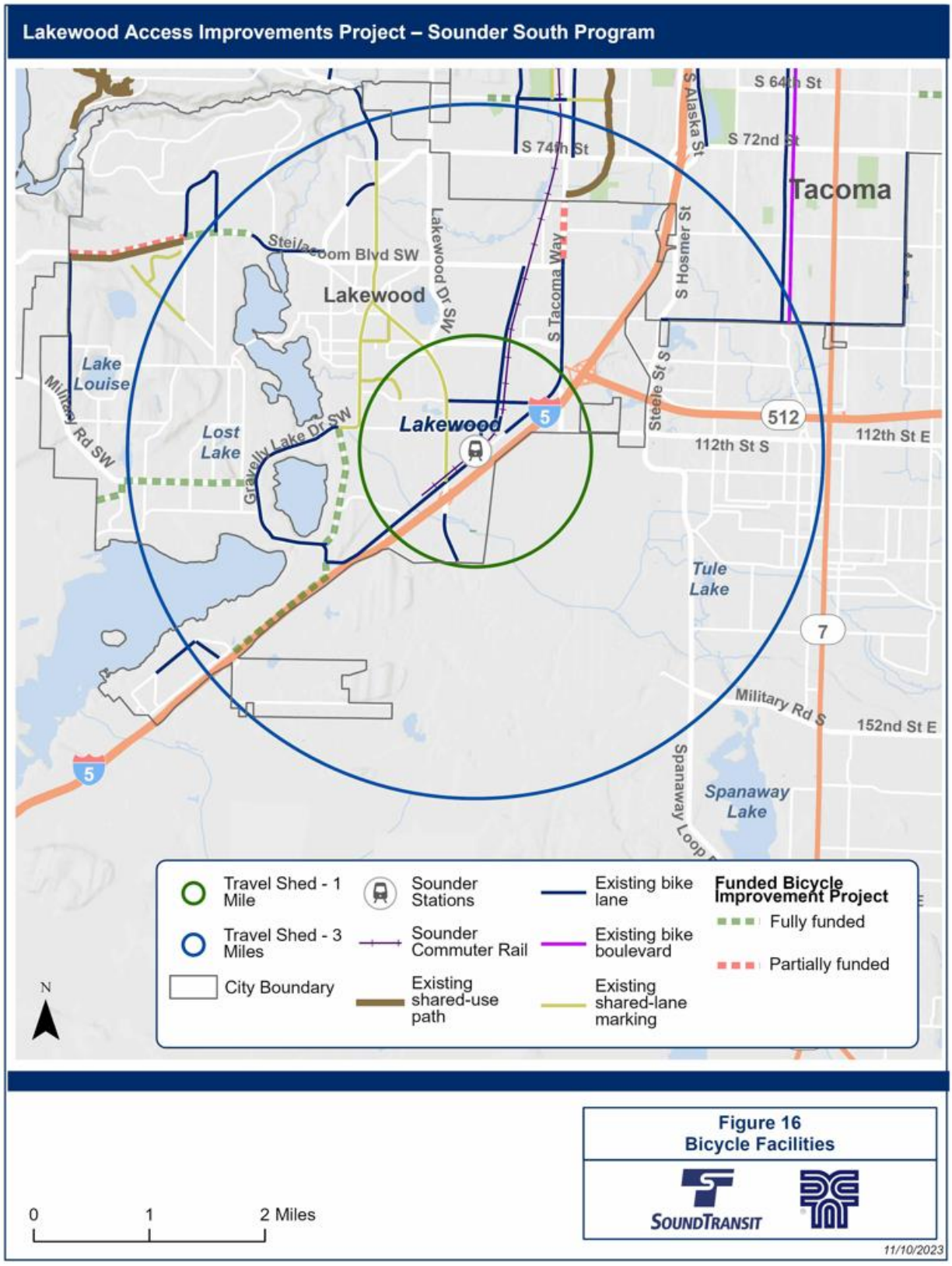


Figure 16 Bicycle facilities

B 14 b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Sound Transit operates S Line commuter rail between Lakewood and Seattle, with the Lakewood Station serving as the current route's southern terminus. During the weekday morning period, Seattle-bound (northbound) trains operate every 20 to 30 minutes between 4:30 a.m. and 7 a.m. One additional northbound trip departs Lakewood around 10 a.m., and one southbound trip from Seattle to Lakewood operates around 8 a.m. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at Lakewood Station between 4:50 p.m. and 7:45 p.m. (Sound Transit 2023). Eight trains operate northbound and southbound each between Lakewood and Seattle each day, for a total of 26 daily trips.[1]

In addition to the Sound Transit S Line service between Lakewood and Seattle, bus transit service is provided to the station by Pierce Transit, Intercity Transit, and Sound Transit Express Bus. Table 7 summarizes the existing bus transit routes and weekday schedule frequency (average headways) serving stops within a 1-mile radius of the station.

Table 7 Bus transit routes serving stops within 1 mile of the station (2023)

Route # and Description, *Major Destination Served*	Service Span	Headways (weekday) in Minutes		Nearest Transfer Point to Lakewood Station
		Northbound / Eastbound	Southbound / Westbound	
		6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	
Pierce Transit Route 3 - Lakewood – Tacoma: *Lakewood Transit Center* *SR 512 park-and-ride (P&R)* *Tacoma Mall Transit Center* *10th & Commerce Transit Center*	16 hours	30 30 30-60	30 30 30-60	108th Street SW and Kendrick Street SW (0.4 mile)
Pierce Transit Route 4 - Lakewood – South Hill: *Lakewood Transit Center* *SR 512 P&R* *South Hill Mall Transit Center* *Pierce College - Puyallup*	14 hours	30 30 30	30 30 30	100th Street SW and 47th Avenue SW (0.9 mile)
Pierce Transit Route 202 - 72nd Street: *Lakewood Transit Center* *72nd Street Transit Center*	15 hours	30-60 30 30-60	30 30 30-60	Lakewood Drive SW and Bridgeport Way SW (1.1 miles)
Pierce Transit Route 206 - Pacific Highway / Tillicum / Madigan *Joint Base Lewis-McChord (JBLM) Madigan Hospital* *Lakewood Transit Center*	16 hours	30 30 30-60	30 30 30-70	Bridgeport Way SW and Pacific Highway SW (0.3 mile)
Pierce Transit JBLM Runner - Lakewood Transit Center – JBLM	6 hours	On Demand	On Demand	Lakewood Station

[1] Five additional S Line trains (10 total daily trips) operate between Seattle and Tacoma Dome Station in the northbound and southbound directions each weekday. For the Sounder trips that do not serve Lakewood Station, Sound Transit Express Bus route 594 connects Lakewood and Tacoma Dome Stations (Sound Transit 2023).

Route # and Description, *Major Destination Served*	Service Span	Headways (weekday) in Minutes		Nearest Transfer Point to Lakewood Station
		Northbound / Eastbound	Southbound / Westbound	
		6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	6 a.m. to 9 a.m. 3 p.m. to 6 p.m. All Day	
Lakewood Transit Center *Lakewood Station* *JBLM*				
Intercity Transit Route 620 – Olympia/512 P&R Express *Olympia Transit Center* *Lacey Transit Center* *Martin Way Park & Ride* *Lakewood Station* *SR 512 Park & Ride*	14 hours	50-65 60-90 65-85	60-65 65-85 50-70	Lakewood Station
Sound Transit Route 574 - Lakewood / Sea-Tac Airport via Federal Way: *Lakewood Transit Center* *SR 512 P&R* *Tacoma Dome Station* *Federal Way Transit Center* *Star Lake Freeway Station* *Kent/Des Moines Freeway Station* *Sea-Tac Airport*	20 hours	30 30 10-60	20-30 30 20-60	SR 512 P&R (0.9 mile)
Sound Transit Route 592 - DuPont – Seattle: *DuPont Station* *Lakewood Station* *SR 512 P&R* *Downtown Seattle*	4 hours	15-30 (4 p.m.-7:45 AM) N/A N/A	N/A 15-30 (4:30 p.m.-7:45 p.m.) N/A	Lakewood Station
Sound Transit Route 594 - Lakewood / Tacoma – Seattle: *DuPont Station*[1] *Lakewood Station* *SR 512 P&R* *Tacoma Dome Station* *Downtown Seattle*	14 hours	20 (after 8:30 a.m.) N/A 30	30-45 (after 7:00 a.m.) 20-30 (until 4:30 p.m.) 10 (8 p.m.-8:15 p.m. only)	Lakewood Station

Source: Pierce Transit 2021 and Sound Transit 2023.

Note:
(1) One northbound and two southbound trips serve DuPont Station.

The Lakewood Bus Transit Center is located just outside of the 1-mile travel shed to the northwest of Lakewood Station and is served by Pierce Transit Routes 2, 3, 4, 48, 202, 206, 212 and 214, and JBLM Runner and Sound Transit Express Bus Route 574. Figure 17 presents Sound Transit regional connections within the 5-mile transit rider/driver access travel shed while Figure 18 displays Pierce Transit, Intercity Transit and Sound Transit Express bus routes and facilities within the 1-mile travel shed.

Figure 17 Regional transit routes

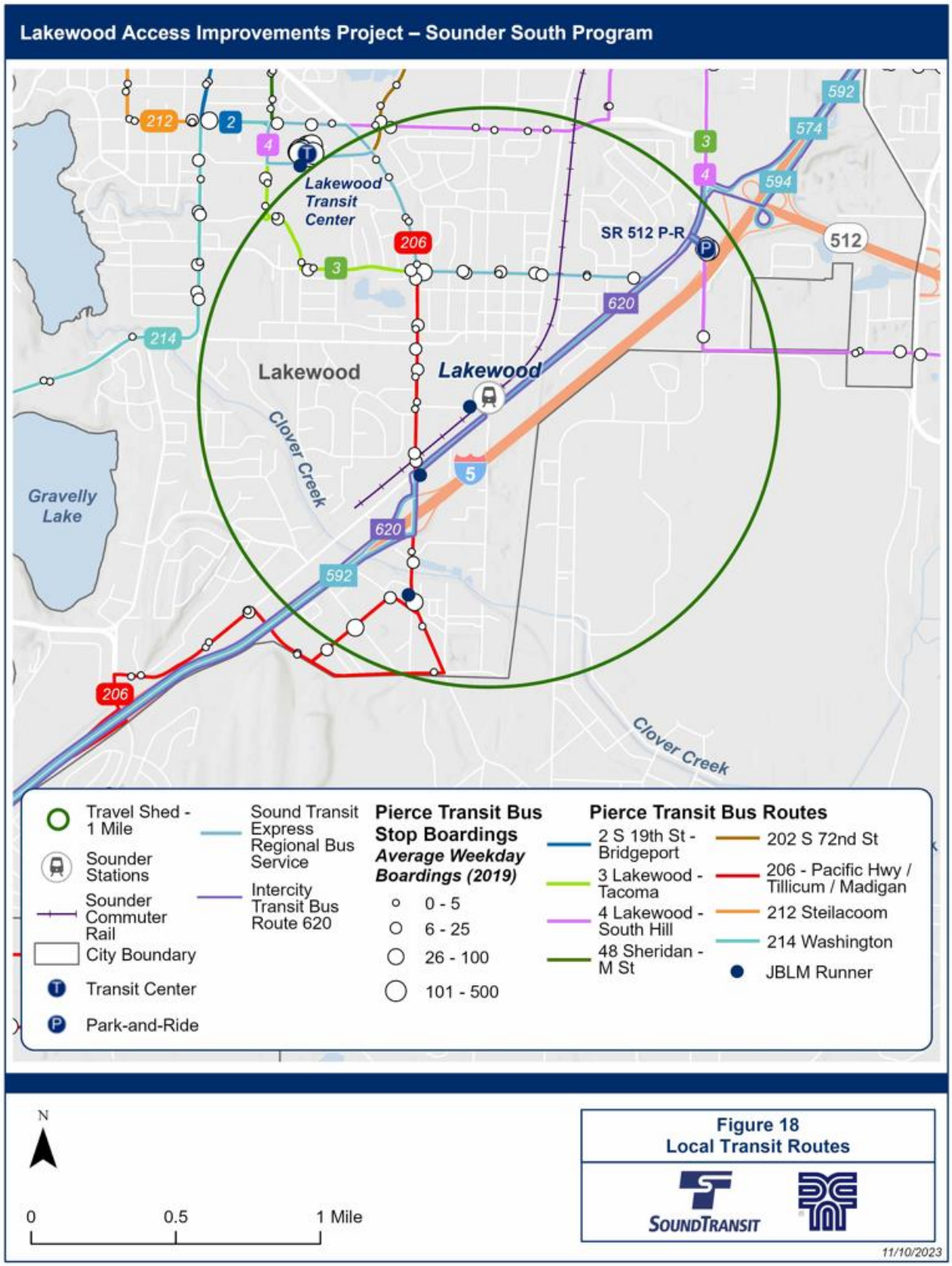


Figure 18 Local transit routes

The nearest transfer opportunity from Sounder to a local (non-regional) north-south bus transit route (Route 206) is approximately 0.3 mile from the station, while the nearest transfer opportunity to an east-west bus route (Route 4) is approximately 0.9 mile away. Pierce Transit Route 206 currently operates along Bridgeport Way SW, to the west of Lakewood Station, with the nearest stops at the intersection of Pacific Highway SW. Route 4 operates along 100th Street SW, to the north of the station, with the nearest stop at the intersection of 100th Street SW and 47th Avenue SW. Transfer opportunities to Pierce Transit Route 3 are located approximately 0.4 mile from Lakewood Station at the intersection of 108th Street SW and Kendrick Street SW. Other bus transit routes serve stops approximately 1 mile to the northeast and northwest of the station, requiring riders to walk longer distances for transfer opportunities to bus routes serving destinations other than those along Routes 3, 4, and 206.

B 14 c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Yes. The purpose of the project is to improve access to Lakewood Station by adding new improvements for pedestrians, bicycles, and bus transit to the surrounding transportation infrastructure, as well as improvements to the Lakewood Station itself. The access improvements are described in response to Question A11 above and in Table 1.

B 14 d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project would not occur in the vicinity of water or air transportation. The Sound Transit rail line runs adjacent to the Lakewood Station, and Sound Transit operates its S Line service on the line. Amtrak also operates passenger trains over this rail line, and there are occasional freight train operations by Tacoma Rail and BNSF Railway.

B 14 e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

Most of the project improvements will make non-motorized improvements and therefore are not expected to generate additional vehicular trips. One improvement project, the Northeast Surface Parking Lot C, would generate new vehicular trips.

Methodologies established in the Institute of Transportation Engineers Parking Generation Manual were used to generate the level and timing of daily use of the proposed Northeast Surface Parking Lot C. Traffic operations analysis utilized the Synchro tool (version 11) to determine the intersection level of service (LOS) based on the Highway Capacity Manual (HCM) 2000 report and delay (in seconds per vehicle). The Synchro model was developed consistent with the WSDOT Synchro modeling protocol with the exception of the reporting method. The WSDOT protocol recommends reporting HCM 6th edition. However, the analysis conducted for this study includes pedestrian signals which are not supported by the HCM 6th edition methodology, thus the analysis defaulted to HCM 2000 reports.

The proposed Northeast Surface Parking Lot C is estimated to generate 14 additional p.m. peak hour trips by automobiles. Based on the trip forecast, it is expected that intersections in the project area would operate similarly to existing conditions (refer to Appendix C, Transportation Technical Report, Parametrix, 2023).

B 14 f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No. The project would be in an urban area and would not interfere, affect, or be affected by movement of agricultural or forest products.

B 14 g. Proposed measures to reduce or control transportation impacts, if any:

Emergency vehicle access would be maintained through the construction zone at all times. Access to residential and commercial uses would be retained. Road lane closures or detours would be coordinated through approvals from the City of Lakewood. The contractor would prepare and implement a Traffic Management Plan in coordination with Sound Transit and the City of Lakewood.

The proposed access improvements would result in similar or improved conditions in the operation of the project area roads, thus no mitigation for transportation operations is proposed.

B 15. Public Services

B 15 a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

Construction could temporarily impact emergency vehicle response times because of temporary lane closures, detours, or other access issues. The access improvements themselves would not increase the need for any public services. Instead, they would provide a benefit for public transit by improving access.

B 15 b. Proposed measures to reduce or control direct impacts on public services, if any.

Construction mitigation would include ensuring that emergency vehicles can safely and quickly pass through the construction zone and that any lane/road closures or detours are communicated to the various emergency service providers prior to construction. Conditions of the ROW permit would include other required measures such as the development and implementation of a traffic control plan, which outlines in more detail the measures to ensure emergency providers can pass quickly and safely through the construction zone.

B 16. Utilities

B 16 a. Circle utilities currently available at the site:

The following utilities are available throughout the project area:

- electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system.

B 16 b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

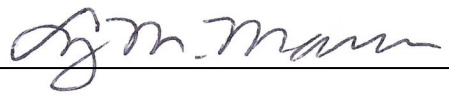
Construction would require the use of gasoline and diesel fuel, water, and electricity. Local fuel providers would supply gas and diesel. Electrical service in the project area is provided by Lakeview Light & Power. The Lakewood Water District would provide water.

Electricity is the only utility that is proposed for the completed project. Electricity would be needed for the following project areas:

- Kendrick Street SW – New utility pole and luminaire installed between 110th Street SW and 111th Street SW.
- 111th Street SW:
  - New utility pole and luminaire installed.
  - New luminaire installed on existing utility pole.
- 112th Street SW – Two new luminaires installed on existing utility pole.
- Davisson Road SW – Potential replacement of power pole outside the ROW.
- Bridgeport Way SW at San Francisco Ave SW – New pedestrian-level lighting may be added at the bus stop.
- Bridgeport Way SW at Seattle Avenue SW – New pedestrian crossing signal would be added.
- Bridgeport Way SW at & 115th St Ct SW – New pedestrian crossing signal with illumination would be added.
- 115th St Ct SW Trail – 5 new utility pole and luminaires installed.
- New York Ave SW and McChord Dr SW:
  - Two new utility poles and luminaires installed on New York Avenue on both sides of I-5 bridge crossing.
  - New utility pole and luminaire installed between Detroit Avenue SW and Chicago Avenue SW.
- Northeast Surface Parking Lot C:
  - Three new utility poles and luminaires installed.
  - Three new electric vehicle charging stations installed.
- 47th Ave SW and 47th Bridge:
  - One new luminaire installed on existing utility pole.
  - Three new utility poles and luminaires installed.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of Signee: Lesley M. Maurer

Position and Agency/Organization: Senior Environmental Planner, Sound Transit

Date Submitted: January 10, 2024

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Appendix A

Noise and Vibration Technical Analysis

Appendix B

Cultural Resources Technical Report

SOUNDTRANSIT

Appendix C

Transportation Technical Report

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Appendix A

Noise and Vibration Technical Analysis

Noise and Vibration Technical Analysis

Lakewood Station Access Improvements Project

AE 0145-17 LSAI 02.02

August 2023

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
dB	decibels
dBA	A-weighted decibel sound levels
EDNA	Environmental Designation for Noise Abatement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Hz	Hertz
I-5	Interstate 5
JBLM	Joint Base Lewis-McChord
Ldn	Day-Night Equivalent Sound Level
Leq	equivalent sound level
Lv	Velocity in decibels
Mph	miles per hour
PPV	peak particle velocity
RMS	Root Mean Square
VdB	Vibration Velocity Level
WAC	Washington Administrative Code

1 INTRODUCTION

The purpose of this memorandum is to summarize the results of the noise and vibration analysis for the Lakewood Station Access Improvements Project (project). The analysis follows the methods for a general noise assessment as provided in the *Transit Noise and Vibration Impact Assessment Manual*, Federal Transit Administration (FTA), September 2018 (FTA Manual, 2018). In addition, because project construction is the main noise source, the maximum permissible sound levels from construction activities are governed by the Lakewood Municipal Code, Chapter 8.36, Noise Control and the Washington State Administrative Code (WAC), Chapter 173-60 (Maximum Environmental Noise Levels).

2 PROJECT BACKGROUND

The Central Puget Sound Regional Transit Authority's (Sound Transit) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South.

Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce Counties, Washington. In its capacity as lead agency, Sound Transit is reviewing this Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts from noise and vibration.

The improvements included in this analysis are a result of the alternative analysis conducted in Phase 1 of the Lakewood Station Access Improvements Project (Sound Transit 2021). The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities
- Addresses a substantial travel barrier
- Located within proximity of the station

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included.

Sound Transit proposes to improve access to the Lakewood Sounder Station and surrounding area by improving walking, bicycling, and bus facilities. Proposed improvements include new and updated sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and bike lanes.

Figure 2-1 provides an overview of the study area with descriptions of the improvements outlined in the following sections.

2.1 Bridgeport Way non-motorized connections (A8, A20, A38, B5, B6, C1, D6) – Priority 1

The improvements proposed at 115th Street Court SW would facilitate non-motorized movement from the Bridgeport Way SW bus station and the 115th Street Court SW cul-de-sac to the Lakewood Sounder Station. They would allow for dropoff and pickup of passengers at the

street end and access to the station via a trail along the north side of the tracks to the north station entrance.

Sharrows would be added to 115th Street Court SW from Bridgeport Way SW to the end of the cul-de-sac. Sharrows are lanes designated for sharing between vehicles and bikes – these are not separate bike lanes. Curb, gutters, and sidewalks would be constructed at the cul-de-sac and a portion of the north side of 115th Street Court SW. An approximately 1,620 feet long by 10-foot-wide shared use path would be constructed from the end of the cul-de-sac along the north side of the rail right-of-way to just past the pedestrian overpass allowing passengers to access the overpass bridge to the station. The path would be bordered on both sides with a chain link fence for security and be extended beyond the overcrossing to reduce ground level crossing of the tracks.

The bus stop on the south side of Bridgeport Way SW at 115th Street SW would receive shelter improvements, a pedestrian half signal would be added, as well as improved lighting and crosswalks to improve access to the bus shelters. ADA curb ramps would be added in several areas.

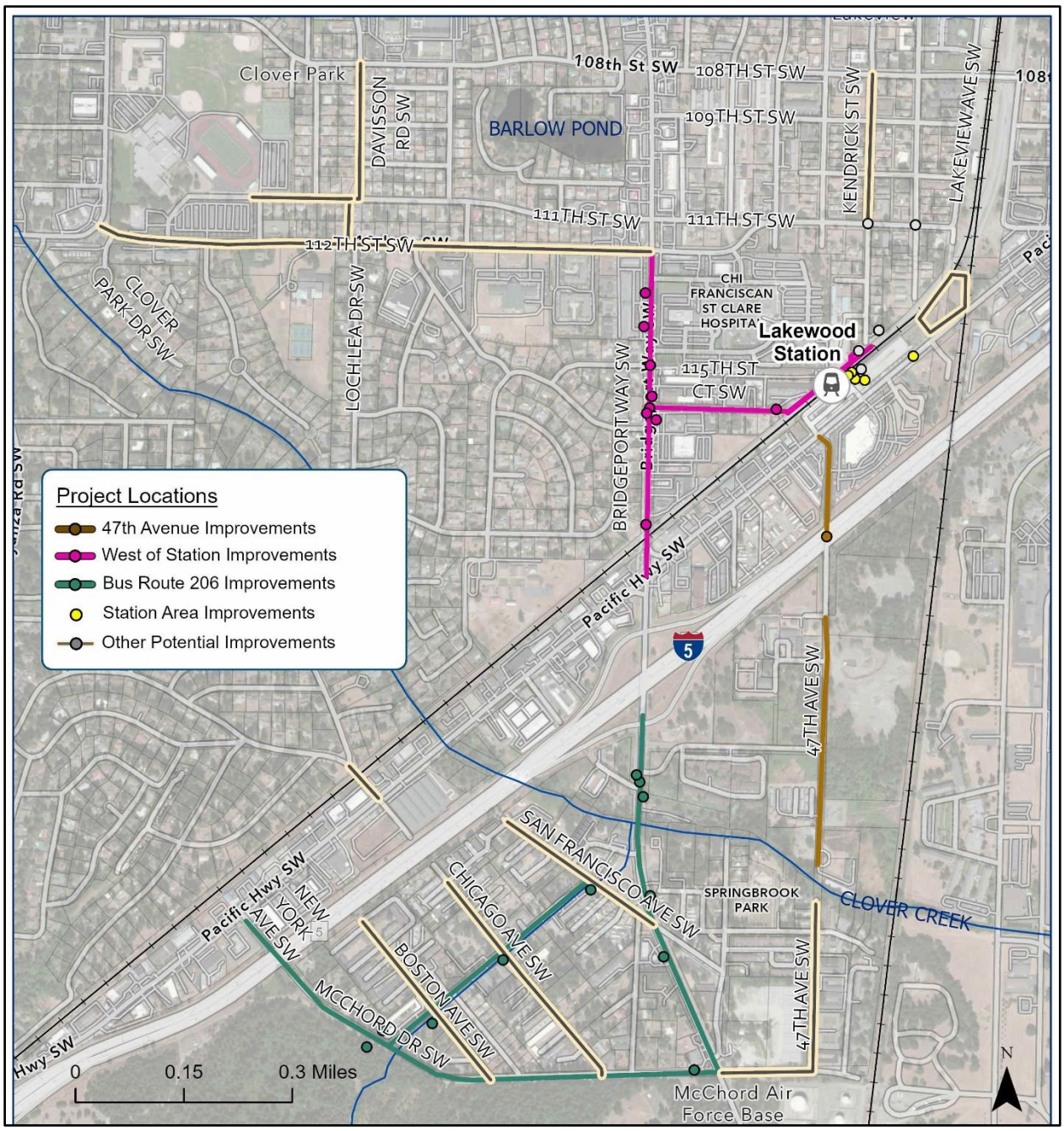


Figure 2-1 General overview and proposed improvements

2.2 Route 206 bus stops and sidewalks (A14, A23, A34, B4, B12, B13, B14, B15, B16, B19, B20) – Priority 1

Pierce Transit Route 206 runs down Bridgeport Way from the Lakewood Towne Center and extends south through the project area serving the access improvements project area. A number of transit stops, right-of-way, and intersections in this area are proposed for improvements. These are described in more detail below.

Curb, gutter, and a 6-foot-wide sidewalk would be constructed on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW over a distance of approximately 3,800 feet. Several new utility poles for lighting would be added to this road segment at various points along the route. Near the intersection of McChord Drive SW and Lincoln Avenue SW a concrete bus stop pad would be installed on both sides of the street with a shelter, bench, and pedestrian level lighting. New crosswalk striping would be added at Lincoln Avenue SW to access the southbound bus stop on McChord Drive SW. Another bus shelter would be added to the north side of McChord Drive SW near Bridgeport Way SW.

At the New York Avenue SW crossing of I-5, the sidewalks on the north and south sides would be removed. A new sidewalk would be constructed on the north side, which would be slightly over 6 feet wide. On the north side a concrete barrier and pedestrian railing would be installed between the street and the sidewalk and a new railing at the bridge edge.

New curb, gutter, and sidewalks would be constructed on Lincoln Avenue SW between McChord Drive SW and San Francisco Avenue SW for a distance of approximately 1,900 feet. Sidewalks would be added to both sides of Lincoln Avenue SW between McChord Drive SW and Chicago Avenue SW. From Chicago Avenue SW to San Francisco Avenue SW sidewalks would only be added to the north side of Lincoln Avenue SW.

New transit shelters, pedestrian level lighting, benches, and trash receptacles would be added to Bridgeport Way SW at the transit stops at San Francisco Avenue SW, Seattle Avenue SW, and Pacific Highway SW. A new pedestrian crossing signal and median pedestrian refuge would be added at the Bridgeport Way SW/Seattle Avenue SW intersection.

2.3 Route 206 bus connection to the station (B8) – Priority 1

The project would reconstruct the existing right turn lane from southbound Pacific Highway SW to northbound Bridgeport Way SW to better accommodate transit turning movements and facilitate Route 206 access to the station. This includes removing the existing island, adjusting the lanes on Bridgeport Way SW by removing the median and constructing new curbs on Bridgeport Way SW and in the new turn lane.

2.4 47th Avenue SW bridge and sidewalk connections (A7, A17, A16.D) – Priority 1

South of I-5, sidewalks and sharrows would be constructed on the westside of 47th Avenue SW from Clover Creek to 120th Street SW. North of I-5, sidewalk, curbs and gutter would be added to the west side of 47th Avenue SW extending across Interstate 5 (I-5) to Pacific Highway SW. Sharrows would be constructed on the eastside of 47th Avenue SW. At the I-5 crossing the sidewalk on the east side would be removed and the sidewalk on the west side would be widened to 5 feet with a pedestrian barrier between the road and sidewalk and a pedestrian railing at the edge of the bridge. Enough room would be available to add sharrows across the bridge.

2.5 Sounder station improvements (A21, A41, B17, E1, E2, E4, E5 – Priority 1) / (A27, A28, D8.B, E3 – Priority 2)

Sounder station projects are proposed to improve access conditions for sight impaired, non-English speaking, and disabled persons, as well as support non-motorized access. The following upgrades are proposed:

- Provide parking for micromobility uses such as scooters and bicycles.
- Add bird deterrent system.
- Provide ADA mini-high shelter (mini-high provides a level train boarding surface).
- Retrofit stairs and other station components that are currently collecting trash.
- Install a public address system.
- Provide accessible wayfinding for sight impaired persons including:
    - Brail for ticketing.
    - Tactile strips between platform and drop-off areas.
- Provide signage for non-English speaking persons.
- In addition, ADA compliant curb ramps would be retrofitted at 35 sidewalk locations within ½ mile of the station.
- Bike Storage—Upgrades would be made to the internal station bike parking to a bike cage or other more secure bike Parking. Bicycle lockers at the pickup/drop-off location on Kendrick Street SW north of the station and near overcrossing elevators would be installed.
- Surface Parking—A completely new surface parking area (Northeast Surface Parking C) would be constructed north of the station. The parking area would be bordered by an 8-foot landscaped buffer that is bounded by a retaining wall. The entire parking area would be fenced. At the southern end of the parking area a 6-foot sidewalk would be constructed that connects to the Lakewood Sounder Station. There would be approximately 24 compact parking spaces and 46 standard size parking spaces and the parking area would include lighting.
- Wayfinding to Pickup/Drop-off Locations—Wayfinding signage would be added at several locations including near the intersection of Bridgeport Way SW and Pacific Highway SW, Bridgeport Way SW and 112th Street SW, and at Kendrick Street SW and 111th Street SW. Station access signage would be added to Pacific Highway SW near the station.

2.6 Non-motorized improvements (A10, A12, A18, A29, A30, A35, A36, A27, A39) – Priority 2

Various other station access improvements are proposed to enhance non-motorized travel in the project area. These are described below.

- 112th Street SW Connection - Sidewalks would be improved on 112th Street SW for a length of approximately 4,000 feet by adding curbs and gutters. Bike lanes would also be added.
- Kendrick Street SW Connection – There would be a full rebuild of approximately 1,000 feet of curbs, gutters, sidewalks, bicycle lanes and lighting.

- Clover Creek Drive SW Connection – Provide sidewalks on Clover Creek Drive SW between Hillcrest Drive SW and Pacific Highway SW. Improve accessibility and safety at the at-grade rail crossing by providing sidewalks, signage, and crossing arms.
- Clover Park High School Connection—Install bike lanes and rebuild curb, gutter, and sidewalks on 111th Street SW between 60th Avenue SW and Davisson Road SW.
- Davidson Road SW Connection—Construct bike lanes, curb, gutter, and sidewalk on Davison Road SW between 108th Street SW and 111th Street SW, and on Highland Street SW between 111th Street SW and 112th Street SW. Potential replacement of power pole outside the right of way.
- Springbrook Area Connections—Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Avenue SW and McChord Drive SW for a distance of approximately 1,800 feet. Construct curb, gutter, sidewalks, and install street lighting on Chicago Avenue SW between McChord Drive SW and Springbrook Lane SW and Boston Avenue SW between McChord Drive SW and 57th Avenue Ct SW for a distance of approximately 1,900 feet. Construct curb, gutter, sidewalks, and install street lighting on San Francisco Avenue SW between Springbrook Lane SW and Bridgeport Way SW for a distance of approximately 1,300 feet.

3 INTRODUCTION TO NOISE AND VIBRATION

This section introduces acoustics and vibration. It also includes discussion of the typical noise and vibration measurement descriptors that are used in this report to document the noise and vibration levels for the construction and operation of the proposed project.

3.1 Introduction to acoustics

What we hear as sound is a series of continuous air pressure fluctuations superimposed on the atmospheric pressure that surrounds us. The amplitude of fluctuation is related to the energy carried in a sound wave; the greater the amplitude, the greater the energy and the louder the sound. The full range of sound pressures encountered in the world is so great that it is more convenient to compress the range by using a logarithmic scale, resulting in the fundamental descriptor used in acoustics, the sound pressure level, in decibels (dB). When sounds are unpleasant, unwanted, or disturbingly loud, we tend to classify them as noise.

Another aspect of sound is the quality described as its pitch. Pitch is established by frequency, which is a measure of how rapidly a sound wave fluctuates as measured in cycles per second or Hertz (Hz). Most sounds are a composite of many individual frequencies. When a sound is analyzed, its energy content at individual frequencies is displayed over the frequency range of interest, usually the range of human audibility, from about 20 Hz to about 20,000 Hz. This display is called a frequency spectrum.

Sound is measured using a sound level meter with a microphone designed to respond accurately to all audible frequencies. The human hearing system does not respond equally to all frequencies. Low frequency sounds below about 400 Hz are progressively and severely attenuated, as are high frequencies above 8,000 Hz. To approximate the way humans interpret sound, a filter circuit with frequency characteristics similar to the human hearing mechanism is built into sound level meters. Measurements with this filter enacted are called A-Weighted Sound Levels, expressed in dBA.

Community noise is usually characterized in terms of the A-weighted sound level. Figure 3-1 illustrates the A-weighted levels of common sounds. When sounds exceed 110 dBA, there is a potential for hearing damage, even with relatively short exposures. In quiet suburban areas far from major freeways, the noise levels during the late-night hours will drop to about 30 dBA. Outdoor noise levels lower than this only occur in isolated areas where there is a minimum of natural noises such as leaves blowing in the wind, crickets, or flowing water.

Another characteristic of environmental noise is that it is constantly changing. The increase in noise level that occurs when a train passes is an example of a short-term change. The lower average noise levels during nighttime hours, when human activities are at a minimum, and the higher noise levels during daytime hours are daily patterns of noise level fluctuation. The instantaneous A-weighted sound level is insufficient to describe the overall acoustic "environment." A more useful descriptor is the Day-Night Equivalent Sound Level, Ldn, which is defined as the 24-hour equivalent sound level (Leq) but with a 10 dB penalty assessed to noise events occurring at night (defined as 10 p.m. to 7 a.m.). The effect of this penalty is that any event during the nighttime hours is equivalent to 10 events during the daytime hours. This strongly weights Ldn toward nighttime noise to reflect the fact that most people are more easily annoyed by noise during the nighttime hours, when background noise levels are lower and most people are sleeping.

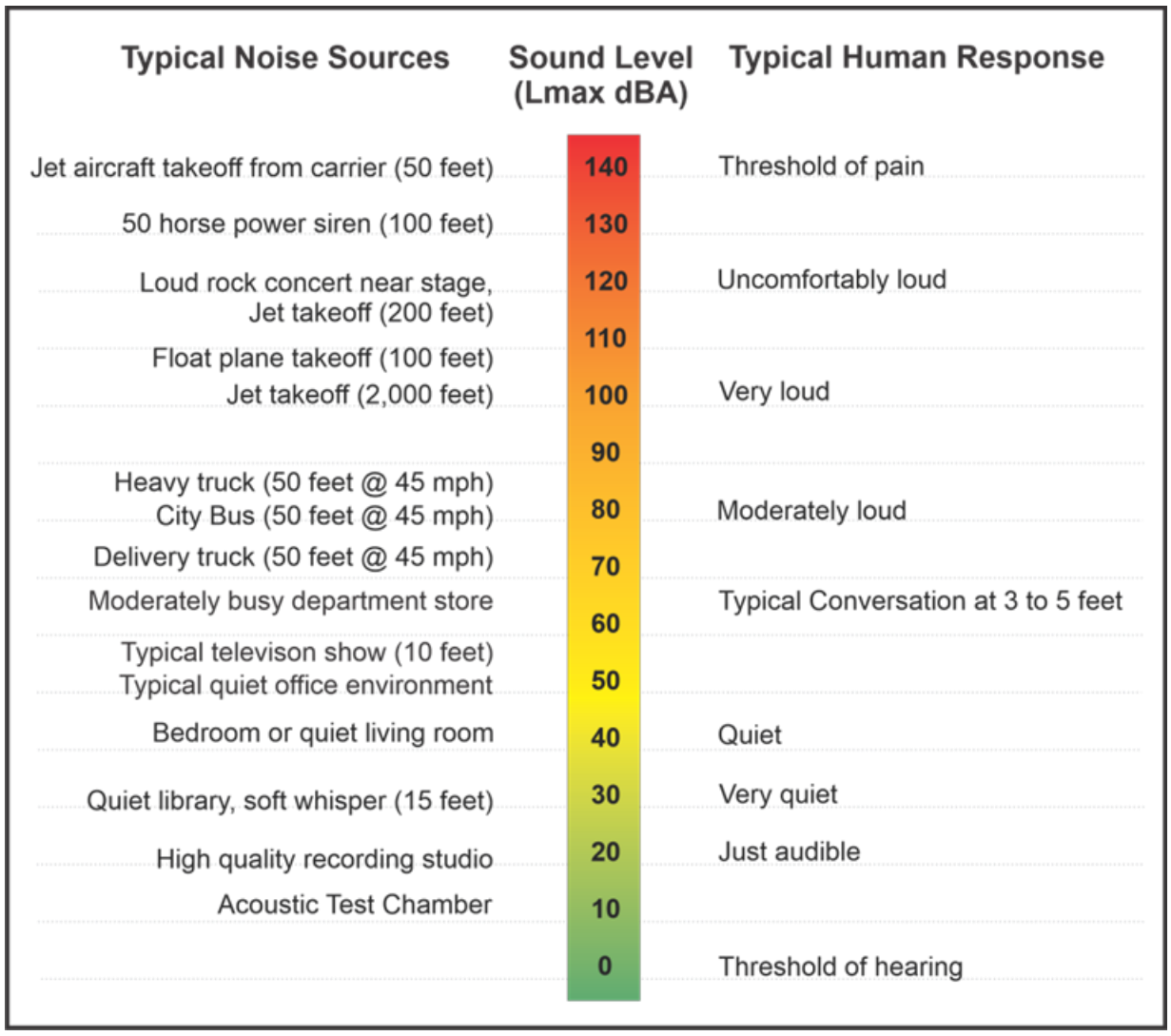
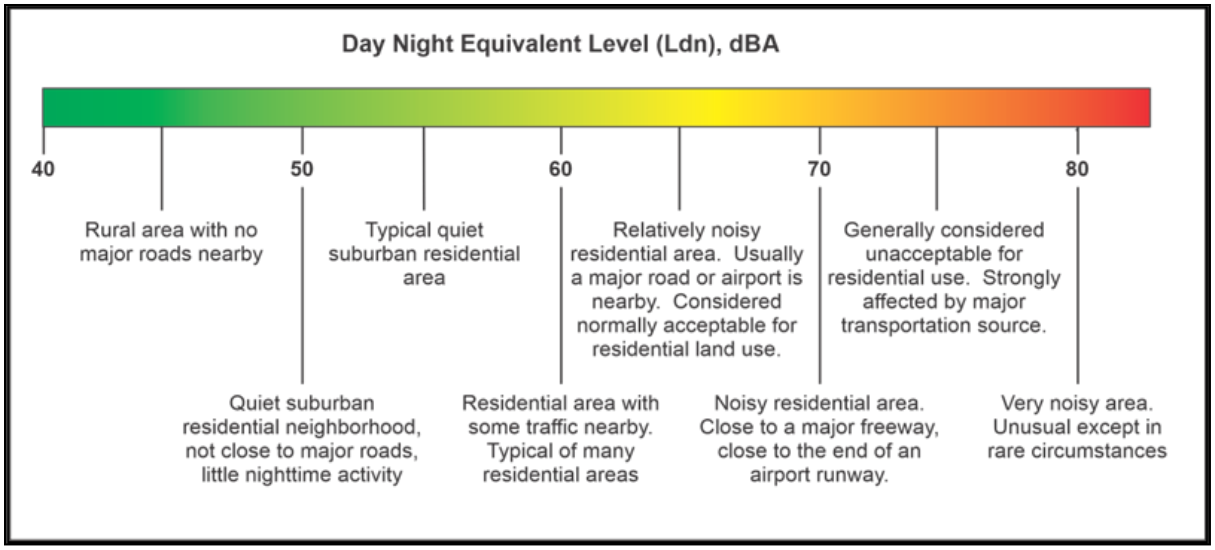


Figure 3-1 Typical a-weighted sound levels

Environmental impact assessments for high-capacity transit projects in the United States typically use Ldn to describe the community noise environment. Studies of community response to a wide variety of noises indicate that Ldn is a good measure of the noise environment. Efforts to derive measures that are better correlated to community response have not been successful, although there are still efforts in the acoustical community to develop improved measures.

Figure 3-2 shows typical community noise levels in terms of Ldn. Most urban and suburban neighborhoods will be in the range of Ldn 50 dBA to 70 dBA. An Ldn of 70 dBA is a relatively noisy environment that might be found at buildings on a busy surface street, close to a freeway or near a busy airport. It would usually be considered unacceptable for residential land use without special measures taken to enhance outdoor-indoor sound insulation. Residential neighborhoods that are not close to major sound sources will usually be in the range of Ldn 55 dBA to 60 dBA. If there is a freeway or moderately busy arterial nearby or any nighttime noise, Ldn is usually in the range of 60 dBA to 65 dBA.


Day Night Equivalent Level (Ldn), dBA
40
50
60
70
80
Rural area with no major roads nearby
Typical quiet suburban residential area
Relatively noisy residential area. Usually a major road or airport is nearby. Considered normally acceptable for residential land use.
Generally considered unacceptable for residential use. Strongly affected by major transportation source.
Quiet suburban residential neighborhood, not close to major roads, little nighttime activity
Residential area with some traffic nearby. Typical of many residential areas
Noisy residential area. Close to a major freeway, close to the end of an airport runway.
Very noisy area. Unusual except in rare circumstances

Source: FTA 2018.

Figure 3-2 Typical Ldn levels

3.1.1 General rules related to community noise

Some general rules related to community noise are:

- A 3 dB change is the minimum most people can detect in most environments.
- Under free-field conditions, where there are no reflections or additional attenuations, a point sound source is known to decrease at a rate of 6 dB for each doubling of distance. This is commonly known as the inverse square law. For example, a sound level of 70 dB at a distance of 100 feet would decrease to 64 dB at 200 feet. However, traffic on a busy roadway is a line source, which reduces at approximately 3 dB for each doubling of distance.
- Sounds such as sirens, bells and horns are more noticeable and more annoying than normal noise.
- A 10 dB increase in sound level is perceived as an approximate doubling of the loudness of the sound and represents a substantial change in loudness.

3.1.2 Decibel mathematics

An important factor to recognize is that noise is measured on a decibel scale and combining two noise sources is not achieved by simple addition. For example, combining two 60 dB noise sources does not give 120 dB (which is near the pain threshold), but yields 63 dB, which is lower than the volume at which most people listen to their TVs. For reference, if two noise sources are 10 dB apart, for example 50 dB and 60 dB, the sum of the two noise levels will simply be the louder of the two, in this case 60 dB. This is to say that for similar noise sources that are 10 dB apart in magnitude, a person would only be able to hear the louder of the two sources.

Examples of simplified decibel addition, based on the difference between the two levels, are provided in Table 3-1 below for reference, to aid in the understanding of the total project noise and impact analysis presented in this report.

Table 3-1 Examples of simplified decibel addition

Difference between the two noise sources	Amount added to the higher of the two noise levels
0 to 1 dB	3 dB
2 to 3 dB	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

This information is important, because it is used to add the new noise (the noise related to the project) to the existing measured noise levels along the project corridor, providing the new total noise with the project. For example, if the proposed project would generate noise was 4 dB to 9 dB below the existing noise levels, the project-related increase would be approximately 1 dB or less, an increase which is not perceptible to an average person.

3.1.3 Introduction to vibration

Ground-borne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent buildings. Although the vibration is sometimes noticeable outdoors, it is almost exclusively an indoor problem. The primary concern is that the vibration and radiated noise can be intrusive and annoying to building occupants.

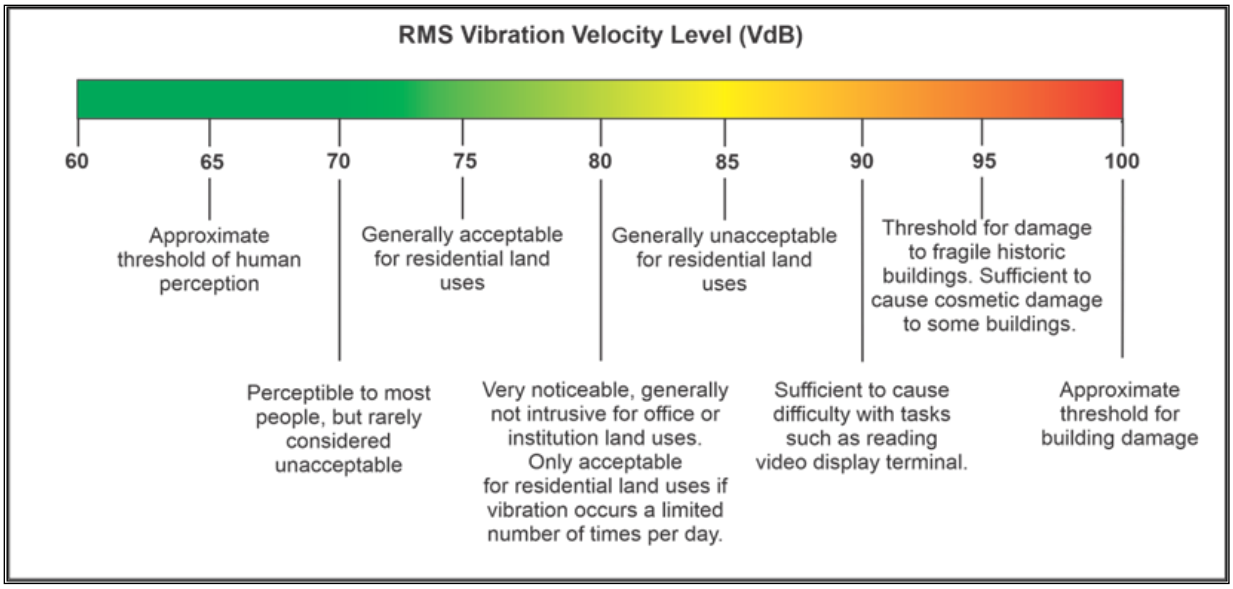
Factors that influence the amplitude of ground-borne vibration from vehicles include vehicle suspension parameters, condition of the wheels, type of building foundation, the properties of the soil and rock layers through which the vibration propagates, and the condition of the roadway.

Although all vehicular traffic causes some level of ground-borne vibration, the vibration is not usually perceptible because of the vibration isolation characteristics of the pneumatic tires and suspension systems. For vehicles with rubber tires, most of the vibration produced is absorbed by the tires and the suspension system, and vibration is usually only a problem if the roadway surface is very rough or has potholes and other abnormalities.

Vibration velocity is usually given in terms of either inches per second or decibels. The following equation defines the relationship between vibration velocity in inches per second and decibels:

> Lv = 20 x log (V/Vref):
> *where V is the velocity amplitude in inches/second; Vref is 10-6 inches/second; and Lv is the velocity level in decibels.*

The abbreviation VdB is used for vibration decibels in this report, to minimize confusion with sound decibels. Figure 3-3 provides a general idea of human and building response to different levels of vibration. Existing background building vibration is usually in the range of 40 VdB to 50 VdB, which is well below the range of human perception. Although the perceptibility threshold is about 65 VdB, human response to vibration is usually not bothersome unless the Root Mean Square (RMS) vibration velocity level exceeds 70 VdB. Buses and trucks rarely create vibration that exceeds 70 VdB unless there are large bumps or potholes in the road and the travel lanes are close to the structure.


RMS Vibration Velocity Level (VdB)
60
65
70
75
80
85
90
95
100
Approximate threshold of human perception
Generally acceptable for residential land uses
Generally unacceptable for residential land uses
Threshold for damage to fragile historic buildings. Sufficient to cause cosmetic damage to some buildings.
Perceptible to most people, but rarely considered unacceptable
Very noticeable, generally not intrusive for office or institution land uses. Only acceptable for residential land uses if vibration occurs a limited number of times per day.
Sufficient to cause difficulty with tasks such as reading video display terminal.
Approximate threshold for building damage

Source: FTA 2018.

Figure 3-3 Typical RMS vibration levels

4 METHODS

This section provides an overview of the methods used to predict noise and vibration levels related to the project, as well as criteria used to determine project related impacts. The ambient noise measurement methods used complied with the FTA noise assessment guidance. The methodology addresses both the long-term operational impacts and the short-term construction impacts related to the project. Long-term operational impacts are related to system operation after construction. Short-term construction impacts are related only to noise and vibration generated during project construction.

The assessment of potential noise and vibration impacts from the project was based on the current FTA Transit Noise and Vibration Impact Assessment (September 2018), which this report refers to as the FTA Manual (2018). Other regulatory information and ordinances reviewed and applicable to the project include the Washington Administrative Code (WAC) and the noise control ordinance from the city of Lakewood.

In addition to analyzing noise and vibration from operation of the project, this report discusses noise and vibration from construction of the project. The methods for analyzing construction noise and vibration follow the methods given in the FTA Manual (2018) and the Federal Highway Administration (FHWA) Roadway Construction Noise Model (FHWA 2006) was used to provide an estimate of the project construction noise levels. Local noise control regulations and ordinances for construction noise were reviewed and summarized in the following sections.

4.1 FTA Transit operational noise criteria

Transit operational noise impacts of the project were determined based on the criteria defined in the FTA Manual (2018). The FTA noise impact criteria are based on documented research on community reaction to noise and on change in noise exposure rated using a sliding scale. Although more transit noise is allowed in neighborhoods with high levels of existing noise, as existing noise levels increase, smaller increases in total noise exposure are allowed than in areas with lower existing noise levels. The FTA noise impact criteria group noise-sensitive land uses into the following three categories:

Category 1: Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and land uses that rely upon a quiet background, such as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included in this category are recording studios and concert halls.

Category 2: Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.

Category 3: Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study, cemeteries, monuments, museums, campgrounds, and recreational

facilities are also considered to be in this category. Certain historical sites and parks are also included, but their sensitivity to noise must be related to their defining characteristics, and generally parks with active recreational facilities are not considered noise sensitive.

It is important to note that no criteria exist for noise impacts to commercial or industrial uses, including most office buildings, restaurants or other commercial uses, because activities within these buildings are compatible with higher noise levels; unless sensitivity to noise is assumed to be of utmost importance for operations of that facility, for example, an audiology laboratory.

The Ldn is used to characterize noise exposure for residential areas (Category 2). For other noise-sensitive land uses, such as outdoor amphitheaters and school buildings (Categories 1 and 3), the maximum 1-hour Leq during the facility's operating period is used. There are no noise impact criteria for most commercial and industrial land use.

There are two levels of impact included in the FTA criteria—severe and moderate—interpreted as follows:

Severe Impact: Project-generated noise in the severe impact range can be expected to cause a large percentage of people to be highly annoyed by the new noise and represents the most compelling need for mitigation. Noise mitigation will normally be specified for severe impact areas unless there are truly extenuating circumstances that prevent mitigation.

Moderate Impact: In this range of noise impact, the change in the cumulative noise level is noticeable to most people but may not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation. These factors include the existing noise level, the projected level of increase over existing noise levels, the types and numbers of noise-sensitive land uses affected, the noise sensitivity of the properties, the effectiveness of the mitigation measures, community views and the cost of mitigating noise to more acceptable levels.

Figure 4-1 provides the FTA impact criteria. As shown in the figure, the impact level is based on the existing noise environment. As the existing noise levels increase, the allowable noise from transit operations decreases. The following two examples help provide an understanding of the FTA criteria and determination of noise impacts:

A residence with an existing noise level of 64 dBA Ldn and a predicted project noise level of 63 dBA Ldn: For a residential land use (FTA Category 2) with an existing Ldn of 64 dBA, a moderate impact occurs if the project noise exceeds 61 dBA Ldn, or a severe impact occurs if the project noise exceeds 65 dBA Ldn. Because the project is predicted to produce 63 dBA Ldn, this would be a moderate noise impact.

A residence with an existing noise level of 72 dBA Ldn and a predicted project noise level of 63 dBA Ldn: For a residential land use (FTA Category 2) with a 72 dBA Ldn the moderate criteria is 66 dBA, and the severe criteria is 71 dBA. Because the project is predicted to produce 63 dBA Ldn, no noise impact is predicted.

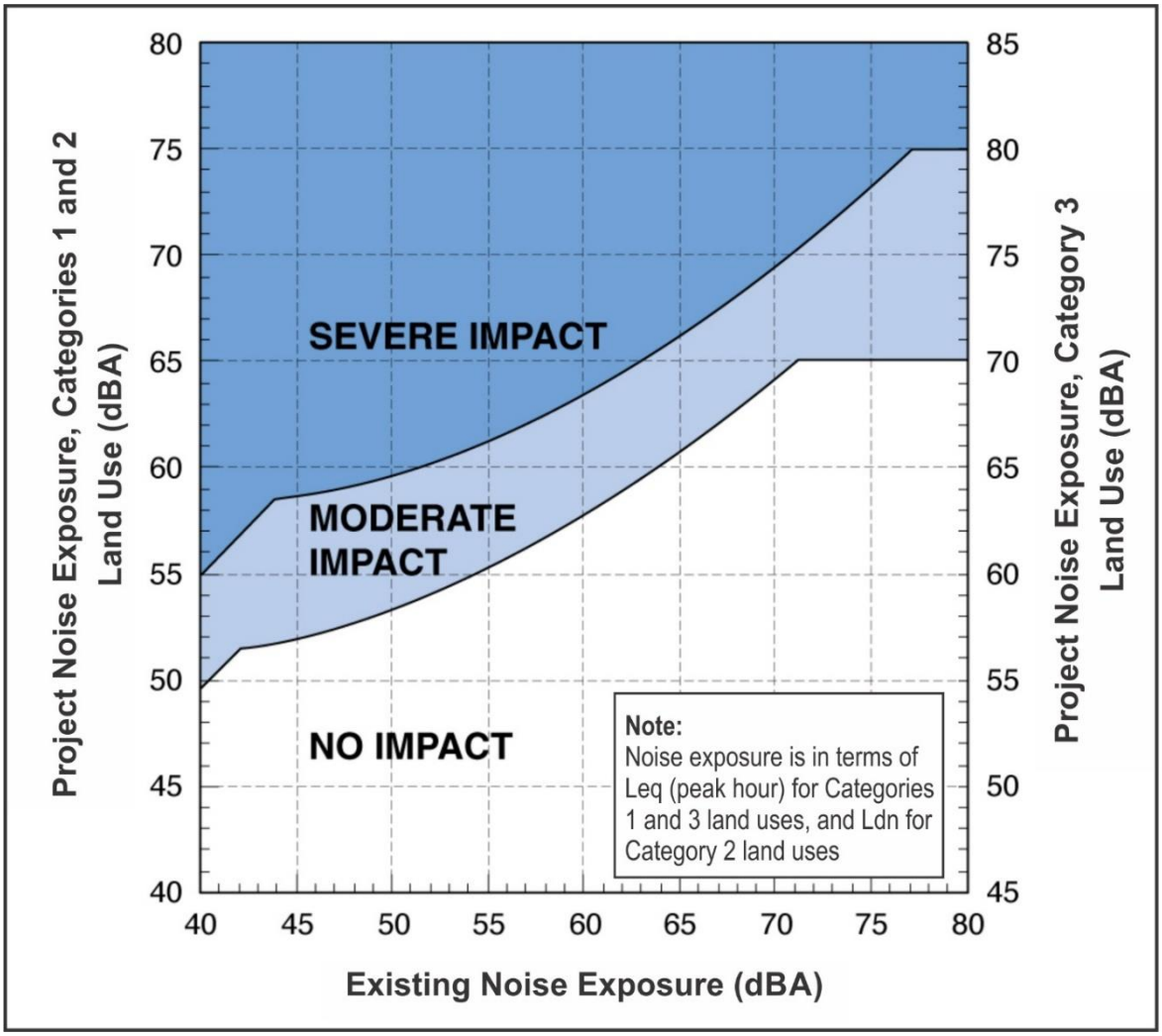


Figure 4-1 FTA noise impact criteria

4.2 Local noise control ordinance

Sound Transit also follows the local noise control ordinances for some project related noise sources. Construction noise and noise from ancillary facilities, such as maintenance facilities, are governed by applicable state laws and regulations and local ordinances. In the case of the Sounder Stations, the City of Lakewood Municipal Code Chapter 8.36, Noise Control, would be applicable to the Sounder improvements, as well as to construction of the project. However, because the Lakewood noise control ordinance is a public disturbance code, and has no measurable limits, the WAC was considered for this analysis.

4.2.1 WAC noise control ordinance

WAC Chapter 173-60 (Maximum Environmental Noise Levels) defines three classes of property use, called Environmental Designation for Noise Abatement (EDNA), and states maximum allowable noise levels for each, as shown in Table 4-1 (Washington state noise control regulations). For example, the noise caused by a commercial property must be less than 57

dBA at the closest residential property line. From 10 p.m. to 7 a.m., the allowable maximum sound levels shown in Table 4-3 are reduced by 10 dBA in Class A EDNAs (residential zones). Although not specified in these regulations, the noise analysis assumes the hourly Leq for comparison with the noise levels in Table 4-1. The WAC contains short-term exemptions to the property line noise standards shown in Table 4-1 based on the minutes per hour that the noise limit is exceeded. These exceedances are outlined in Table 4-2 (Washington state exemptions for short-term noise exceedances).

Table 4-1 Maximum allowable noise levels by land use type

EDNA Source of Noise	EDNA Receiver of Noise (Maximum Allowable Sound Level in dBA1)		
	Residential	Commercial	Industrial
Class A Residential	55	57	60
Class B Commercial	57	60	65
Class C Industrial	60	65	70

Note(s): 1 Between 10 p.m. and 7 a.m., the levels given above are reduced by 10 dBA in Class A EDNAs.

The WAC contains short-term exemptions to the property line noise standards shown in Table 4-1 based on the minutes per hour that the noise limit is exceeded. These exceedances are outlined in Table 4-2 (Washington state exemptions for short-term noise exceedances).

Table 4-2 WAC exemptions for short-term noise exceedances

Minutes per Hour	Adjustment to Maximum Sound Level
15	+5 dBA
5	+10 dBA
1.5	+15 dBA

4.2.2 WAC construction noise criteria

Sounds received in Class A EDNAs that originate from construction sites are exempt from the limits of the WAC regulations during normal daytime hours (7 a.m. to 10 p.m.). If construction is performed during the nighttime, the contractor must still meet the WAC noise-level requirements for sounds received in Class A EDNAs, as presented in Table 4-3 or obtain a noise variance from the governing jurisdiction.

The WAC also contains a set of construction-specific allowable noise-level limits. These construction noise regulations are organized by type of noise and, among other things, include criteria for haul trucks and backup safety alarms.

4.2.3 Construction haul truck noise criteria

Maximum permissible sound levels for haul trucks on public roadways are limited to 86 dBA for speeds of 35 miles per hour (mph) or less, and 90 dBA for speeds over 35 mph when measured at 50 feet (Chapter 173-62, WAC). For trucks operating within staging areas, the general construction equipment noise criteria would be used to determine compliance during nighttime hours in Class A EDNAs.

4.2.4 Construction noise related to backup alarms

Sounds created by backup alarms are essentially prohibited by the WAC during nighttime hours (between 10 p.m. and 7 a.m.) in Class A EDNAs, and during these hours, other forms of backup safety measures would need to be used. These measures could include using smart backup alarms, which automatically adjust the alarm level based on the background level, or switching off backup alarms and replacing them with spotters.

No other city or county noise regulations are applicable to construction of the project.

4.3 Vibration impact criteria

Because the proposed project will not change the Sounder Operations, and there are no track modifications included as part of this project, there is no predicted change in the vibration levels in the project area. However, there may be some construction-related vibration and this section briefly defines criteria for vibration that might be produced by construction.

4.3.1 Construction vibration

There are no formal vibration criteria from the FTA or any state or local agencies. The primary concern regarding construction vibration relates to risk of damage. Vibration is generally assessed in terms of peak particle velocity (PPV) for risk of building damage. PPV is the appropriate metric for evaluating the potential for building damage and is often used when monitoring blasting and construction vibration because it relates to the stresses that are experienced by the buildings. Vibration damage risk thresholds to assess potential for damage from construction are taken from the FTA Manual (2018). Table 4-3 presents the vibration damage risk thresholds for different building categories.

Table 4-3 Cosmetic structural damage criteria

Building Category	PPV (in./sec)[a]	Approximate Lv [a]
I. Reinforced concrete, steel, or timber (no plaster)	0.50	102
II. Engineered concrete and masonry (no plaster)	0.30	98
III. Non-engineered timber and masonry buildings	0.20	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes:

Source: FTA, 2006.
[a] Root mean square velocity level in decibels 1 micro-in./sec.
in./sec. = inch per second
Lv = vibration velocity level
PPV = peak particle velocity
The damage risk criterion of 0.5-inch per second (in./sec.) PPV is appropriate for single- and multi-family residences along the alignment and the criterion of 0.12 in./sec. PPV is appropriate for extremely fragile buildings.

Construction vibration, unlike vibration from operations, has the potential to cause damage to structures at very close distances, from activities such as impact hammering and soil compacting. Generally, because of the short duration of construction vibration activities, annoyance is usually not an issue. The thresholds for damage for even the most sensitive buildings are one to two orders of magnitude higher than the criteria for annoyance from vibration.

5 AFFECTED ENVIRONMENT

Sound Transit examined the project corridor to identify noise- and vibration-sensitive locations and select locations where noise monitoring would be performed. The potential area of affect for the noise study was determined by modeling the worst-case operational noise levels and including all noise-sensitive properties within that area that have a potential for experiencing a noise impact. For noise this was only applicable to new project components that have the potential to produce noise. Because most improvements are for non-motorized transportation, most of the project components would not be predicted to change the noise environment by a measurable amount. In addition, any new hard surfaces installed as part of the project, including new pavement for bike lanes and sidewalks, would not be predicted to cause a measurable increase in noise levels at any noise sensitive properties. The only potential exception is the proposed new northern parking area, where the added traffic and new hard surfaces could affect the noise environment.

For the vibration analysis, impacts normally only occur within 50 to 150 feet of the trackway, depending on speed, type of track, and geological factors. However, as stated, the Sounder operations are not changing with these improvements, and therefore no detailed vibration analysis related to rail operations was required.

The following sections describe the land use along the project corridor, the existing noise-level measurements, and the current noise sources in the project corridor.

5.1 Existing land uses

Land use in the project area is a mix of residential housing, healthcare, churches, childcare facilities, and motels/hotels. Northwest of Pacific Highway SW includes single- and multi-family dwelling units throughout the area, the Lakewood Meadows Senior Apartments, the Oaks at Lakewood acute care facility, Assurecare Adult Family Home, St. Clare Hospital, Tyee Park Elementary School, First Baptist Church of Lakewood, Abundant Life Church, Agape Christian Fellowship Ministries, Tacoma Church of Christ, Set Free Ministries, AME Higher educational facility, West Pierce Fire Station #20, Gingerbread House Day Care, and America’s Best Value Inn.

Southeast of Pacific Highway SW and west of I-5 includes a multi-family residential building along 112th Street SW, Emerald City Enhanced Services assisted living facility, WoodSpring Suites Tacoma-Lakewood, Home Motel, TownePlace Suites by Marriott, Holiday Inn Express and Suites, and Madigan Motel.

Southeast of I-5 includes Lakewood and Joint Base Lewis-McChord (JBLM). Within the Lakewood area are several multi-family residential buildings. JBLM includes a park and possible barracks.

The remaining land uses in the area are commercial and military. Figure 5-1 is an index figure showing the outline of the nine figures used to identify land use and noise monitoring locations in the project area. The overall project area land uses and noise monitoring sites are shown in Figure 5-2, Figure 5-3, Figure 5-4, Figure 5-5, Figure 5-6, Figure 5-7, Figure 5-8, Figure 5-9, and Figure 5-10.

Figure 5-1 Index map

Figure 5-2 Northeast land use map

Figure 5-3 East Central land use map

Figure 5-4 Southeast land use map

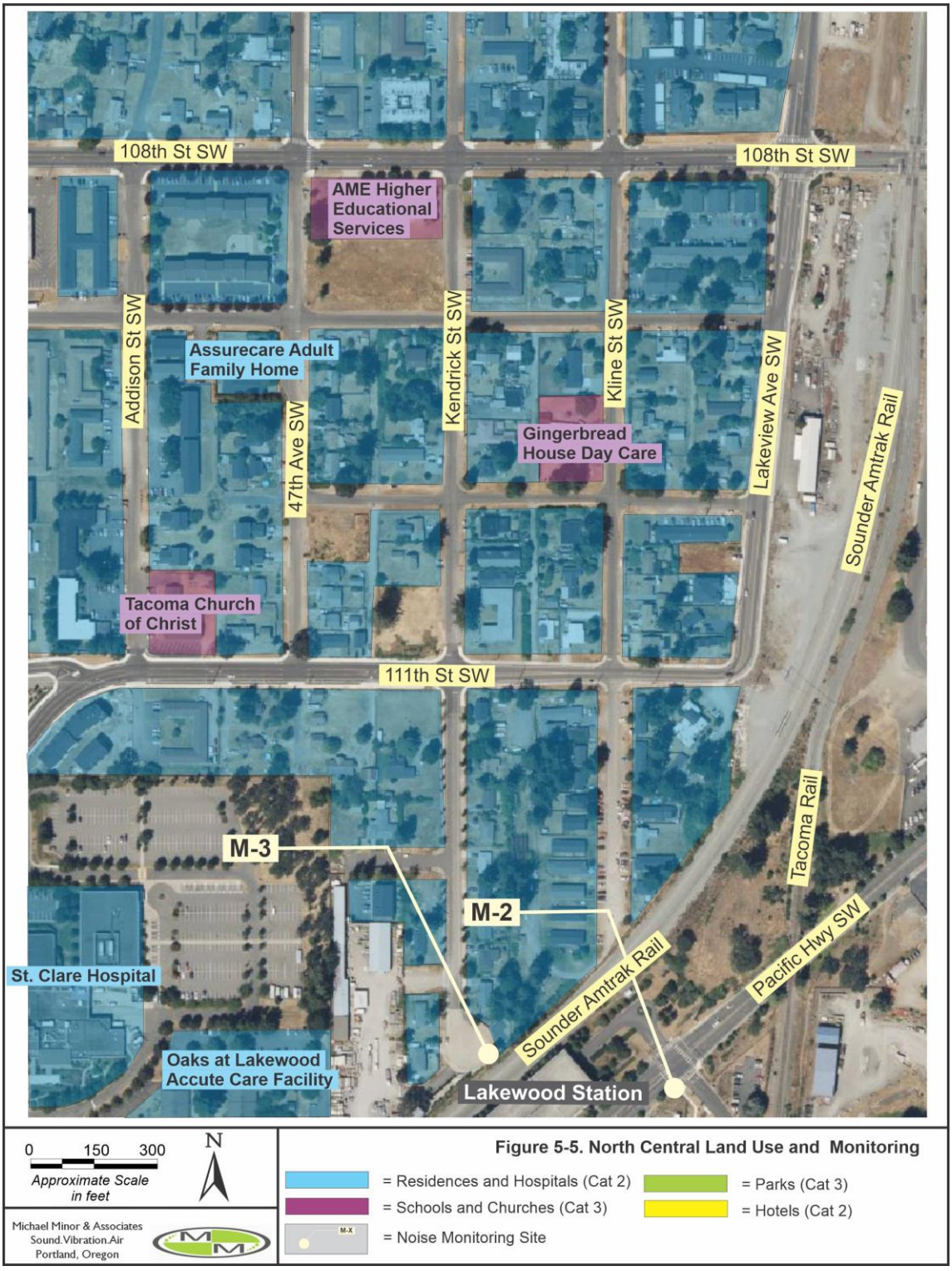


Figure 5-5 North Central land use map

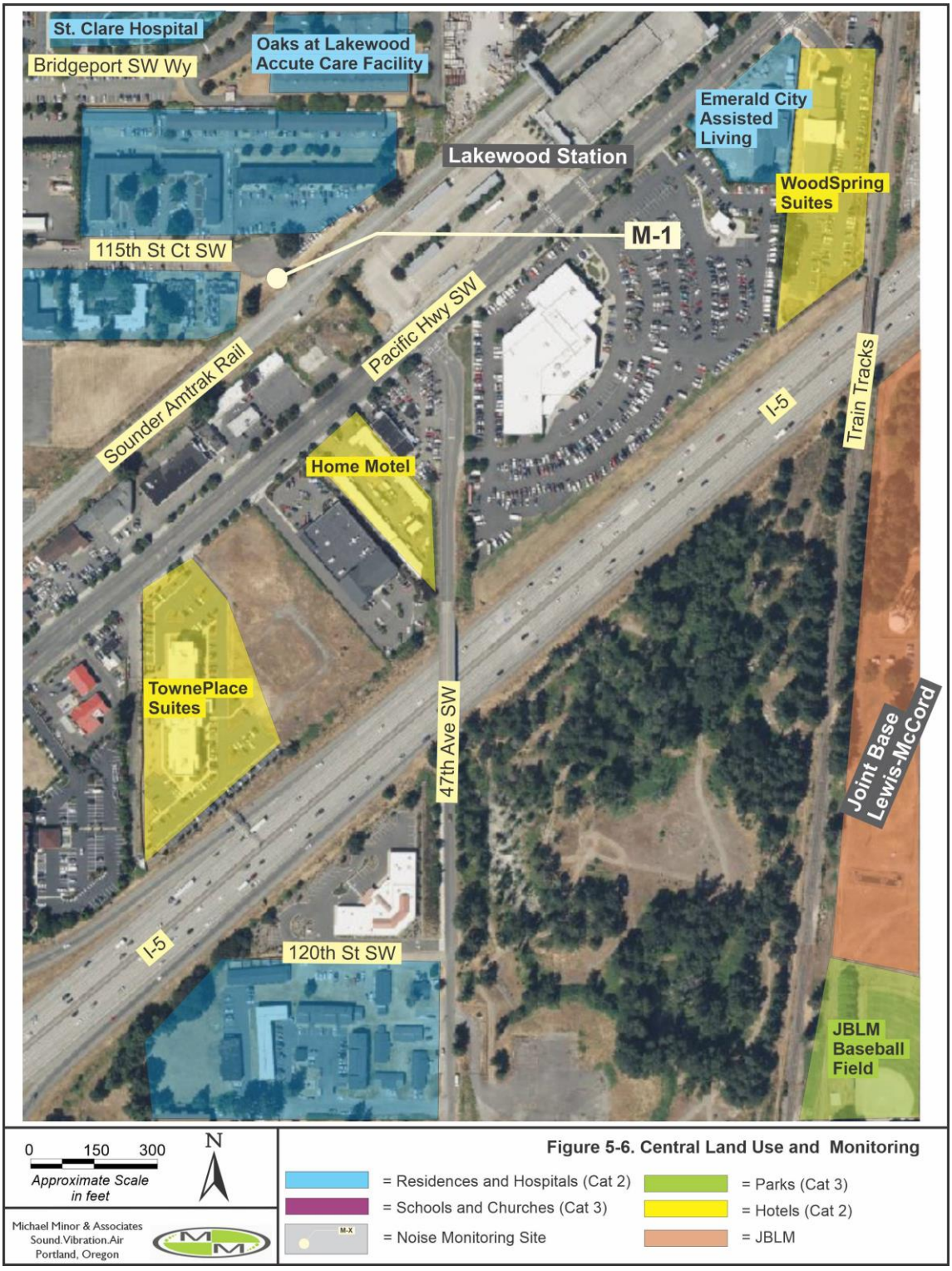


Figure 5-6 Central land use map

Figure 5-7 South Central land use map

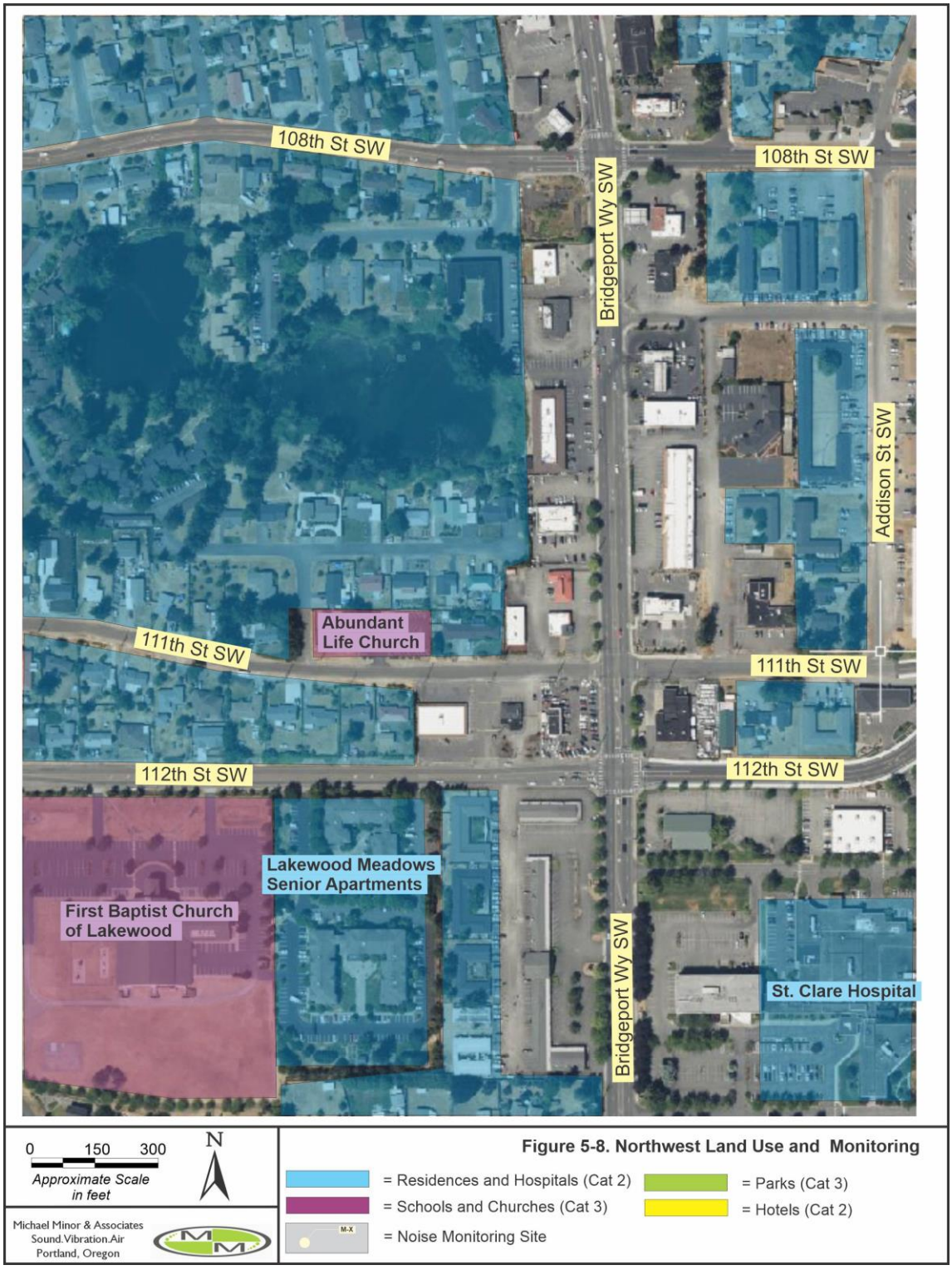


Figure 5-8 Northwest land use map

Figure 5-9 West Central land use map

Figure 5-10 Southwest land use map

5.2 Zoning and comprehensive land use plan design

A study of the project area indicated that the area is a mix of high density to medium density residential, schools, healthcare, churches, and commercial and federal lands. There are currently no planned or approved land use changes that would affect this noise study.

5.3 Planned and permitted projects

At the time of this analysis, no planned and permitted developments were identified that are sensitive to noise and/or vibration that would affect the results of this noise and vibration analysis.

5.4 Structure removal due to project construction

There are no displacements or associated building demolition planned that would affect the transmission of noise, noise impacts, or noise abatement measures.

5.5 Measured noise levels and sources

Noise levels were measured over a two-day period at four sites near the station. The measurements were taken over a two-day period, on May 9 and 10, 2023, with all measurement sessions at least 30 minutes long, except at M-4, where measurements were taken for slightly over an hour. Measurement site M-1 was located near the cul-de-sac on 115th Court SW, just west of the Lakewood Sounder Station (see Figure 5-6). The measurement site was near the Twin Oaks apartment building at 4801 115th Court SW and several multiplex multifamily units along 115th Court SW. Site M-2 was located near the entrance to the WoodSpring Suites Tacoma – Lakewood hotel at 11329 Pacific Highway SW (see Figure 5-2 and Figure 5-5).

Site M-3 was in the cul-de-sac on Kendrick Street SW, near the north station access sidewalks (see Figure 5-5). At the time of the monitoring the final scope of the project was not clear and therefore pass-by measurements of the Sounder commuter rail were taken at site M-4. Site M-4 was on 110th Street SW, along Halcyon Road SW. A pass-by of an Amtrak train was also captured during the measurement at site M-4.

Noise levels at M-1 ranged from 59 dBA during the evening hours, with early morning noise levels of 63 dBA Leq. The daytime levels were 66 dBA. The Ldn of 63 dBA for this area was predicted using the methods in the FTA manual. Main noise sources at M-1 included local area traffic, noise from traffic on Pacific Highway and noise from Sounder Operations when active. For Site M-2, the noise level throughout the morning, daytime and early evening were all similar, ranging from66 to 67 dBA Leq with a calculated Ldn of 65 dBA Ldn. The steady noise levels are due to traffic on Pacific Highway and also from I-5. Noise levels at M-3 were also fairly steady, ranging from 61 to 62 dBA Leq, with most noise from traffic on Pacific Highway, local commercial activities and noise from Sounder operations when active. The Ldn at M-3 was calculated at 59 dBA Ldn.

Data from site M-4 was evaluated with and without the noise from Sounder operations. The background noise levels excluding the Sounder operations ranged from 58 to 61 dBA Leq with most noise from traffic along Pacific Highway and other local noise sources. With the Sounder

operations included, noise levels are fairly steady at 61 dBA Leq. The calculated Ldn at site M-4 is 59 dBA Ldn. Table 5-1 provides a summary of the measured noise levels. To make it easier to review each location, monitoring sites are shaded in different colors within the table. The Ldn is a 24-hour equivalent sound level, and therefore there is only one Ldn per site.

Table 5-1 Noise measurement results

Site[1]	Period[2]	Time of Day	Leq[3]	Ldn[4]	Notes[5]
M-1	Morning	6:50 AM	63	63	No trains, normal traffic
M-1	Daytime	1:15 PM	66		No trains, normal traffic
M-1	Evening	7:10 PM	59		No trains, normal traffic
M-2	Morning	6:10 AM	67	65	No trains, normal traffic
M-2	Daytime	12:30 PM	67		No trains, normal traffic
M-2	Evening	6:30 PM	66		No trains, normal traffic
M-3	Morning	7:30 AM	61	59	No trains, normal traffic
M-3	Daytime	1:45 PM	61		No trains, normal traffic
M-3	Evening	7:30 PM	62		No trains, normal traffic
M-4	Early AM	4:50 AM	58	59	No trains, normal traffic
M-4	Morning	5:40 AM	61		Four Sounder Trains
M-4	Daytime	12:00 PM	61		No trains, normal traffic
M-4	Daytime	5:00 PM	59		No trains, normal traffic
M-4	Daytime	4:30 PM	61		Four Sounder trains, one Amtrak train

Notes:
1. See Figures 5-2, 5-5, and 5-6 for noise monitoring sites.
2. Morning = 5 a.m. to 7 a.m., daytime = 7 a.m. to 7 p.m., evening = after 7 p.m.
3. Leq over the measurement period, 30 minutes sites M-1 through M-3 and one hour or longer for Site M-4.
4. Calculated existing 24-hour Ldn using the methods provided by the FTA.
5. Notes on train operations and traffic.

6 NOISE AND VIBRATION EVALUATION AFFECTED ENVIRONMENT

Sound Transit performed a noise impact assessment for construction and operations based on the criteria and methods described in Section 4.0 of this report.

Project construction was evaluated and compared to the local regulations related to construction noise from the City of Lakewood. If impacts are identified, construction noise mitigation measures may be required. If some work may occur at nighttime to prevent service disruptions, consideration of a noise variance from the City of Lakewood will be required.

Using the measured background levels to establish a criterion, and new future project related operational noise levels, the future total noise can be predicted and compared to the appropriate criteria. The change in noise levels near the station would be related to the projected operational noise, which would include any new noise producing activities related to the improvements.

The predictions will also account for any modifications to the Sounder platforms, platform covers, or other structures that could affect the propagation of noise from the tracks. Safety bells or horns used by the Sounder trains and wayside pedestrian warning bells, which already are in use, would be included in the existing noise predictions.

Project noise impacts, if any exist, would be determined using the methods in the FTA Manual (provided in Figure 4-1). If noise impacts are identified, noise mitigation will be considered and if reasonable and feasible forms of mitigation are available, they may be included with the project.

Vibration analysis uses the maximum pass-by level, and therefore, because there are no changes in Sounder operations, the project related vibration is not predicted to change from the existing conditions.

6.1 Construction noise analysis

Several construction phases would be required to complete the proposed upgrades. The FHWA Roadway Construction Noise Model (FHWA, 2006) was used to provide an estimate of the project construction noise levels, as well as to predict the maximum noise levels for several different construction phases. The analysis assumes the worst-case average and maximum noise levels based on the three major types of construction described below and shown in Table 6-1. The actual noise levels experienced during construction would generally be lower than those described in Table 6-1 because these are the maximum noise levels for each activity. The noise levels presented here are for short periods of maximum construction activity and would occur for a limited period of time.

Table 6-1 Noise levels for typical construction phases

Combined worst-case noise levels for all equipment at a distance of 50 feet from work site			
Scenario [a]	**Equipment [b]**	**Lmax [c]**	**Leq [d]**
Construction preparation and utilities relocation	Air compressors, backhoes, jackhammers, forklifts, haul trucks, loaders, pumps, power plants, service trucks, tractor trailers, utility trucks, and vibratory equipment	88	87
Station parking, paving and general construction activities	Air compressors, backhoes, cement mixers, concrete pumps, forklifts, haul trucks, loaders, pavers, pumps, power plants, service trucks, tractor trailers, utility trucks, vibratory equipment, and welders	88	88
Miscellaneous activities	Air compressors, backhoes, cranes, forklifts, haul trucks, loaders, pumps, service trucks, tractor trailers, utility trucks, and welders	86	83

Note(s):
[a] Operational conditions under which the noise levels are projected.
[b] Normal equipment in operation under the given scenario.
[c] Lmax (dBA) is the highest maximum noise level for the construction equipment listed under the given scenario.
[d] Leq (dBA) is a 1-hour energy average noise emission for construction equipment operating under the given scenario.

6.1.1 Construction preparation and utilities relocation

This is the initial phase of construction and would occur throughout the areas with proposed improvements where necessary, including demolishing curbs to install ADA ramps, saw cutting pavement for installation and relocation of any utilities, preparing for installation of sidewalks, curbs, gutters and bike lanes. Major noise-producing equipment in use during this stage of construction could include saw cutters, jackhammers, backhoes, haul trucks, loaders, tractor-trailers, and vibratory equipment. Maximum noise levels could reach 83 dBA to 88 dBA at the nearest residences (i.e., within 50 to 100 feet) for normal construction activities during this phase. Other less-notable noise-producing equipment expected during this phase would include backhoes, air compressors, forklifts, pumps, power plants, service trucks, and utility trucks.

6.1.2 Station parking, paving and general construction activities

Repaving roadways, paving the new parking lot, adding bike lanes, sidewalks and ADA access construction would occur during this phase of construction. The loudest noise sources in use during this phase of construction would include cement mixers, concrete pumps, pavers, haul trucks, and tractor-trailers. Cement mixers, concrete pumps and pavers would be required for construction of the new northern parking lot, sidewalks, curbs, gutters, and roadway improvements in addition to any improvements at the station. The pavers and haul trucks would also be used to provide the final surface on the parking lot and roadways modified during other phases of construction. Maximum noise levels are predicted to reach 86 to 88 dBA at the closest receiver locations.

6.1.3 Miscellaneous activities

Following heavy construction, general construction would still be required, such as cranes for installation of signage and roadway striping. These less-intensive activities are not expected to produce noise levels above 80 dBA at 50 feet except during rare occasions, such as when construction is in close proximity to a structure, and even then, the elevated noise levels would only occur for short periods of time.

6.1.4 Construction noise summary

Using the information in Table 6-1, typical construction noise levels were projected for several distances from the project work area. Figure 6-1 is a graph of general construction noise level versus distance for phases of construction. Note that the noise levels presented do not include any noise reduction from structures or topographical conditions between the construction activity and the receiving property.

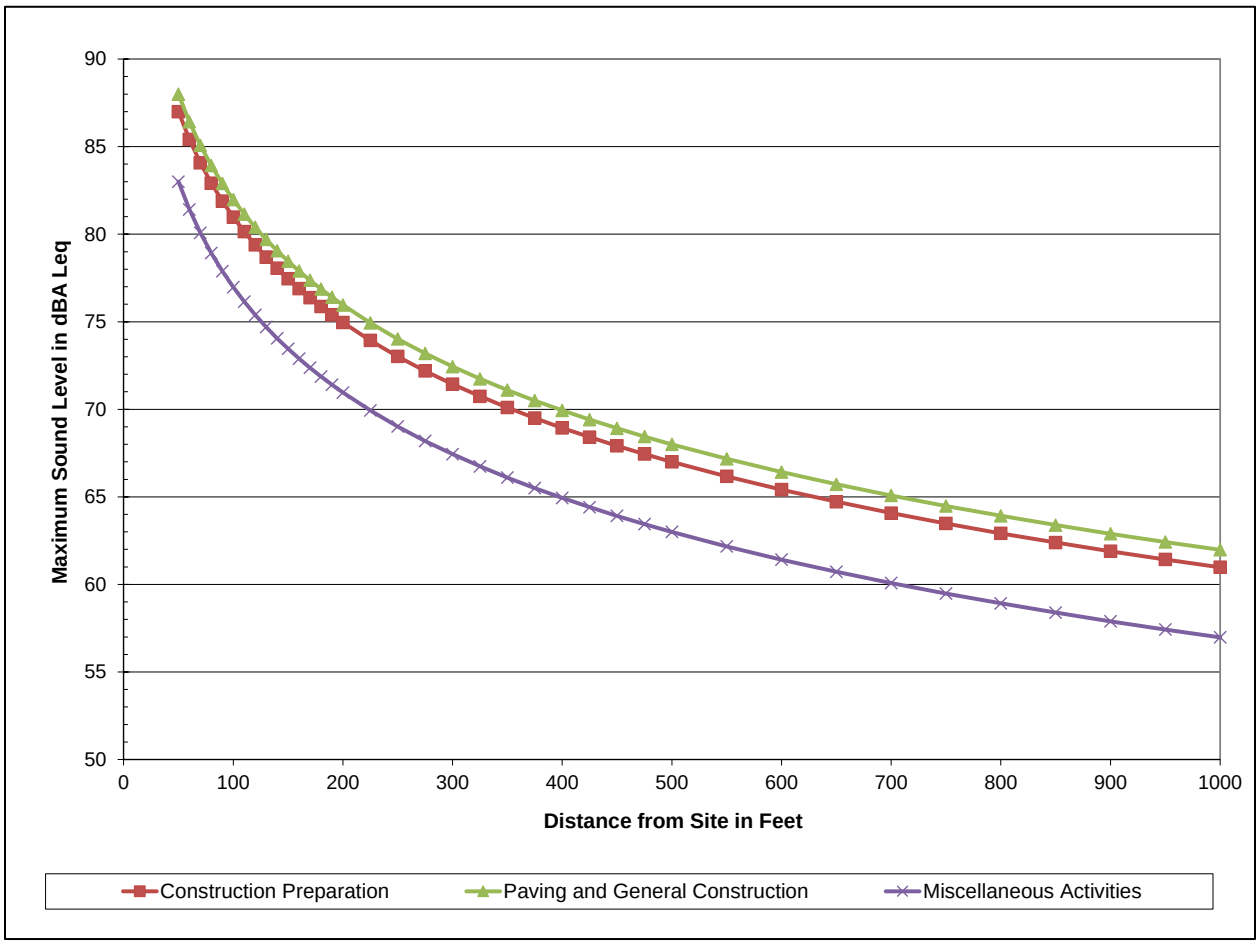


Figure 6-1 Maximum noise level versus distance for typical construction phases

6.2 Construction vibration analysis

Vibration associated with general construction activities can result in increased vibration levels. Project-related vibration sources include soil compactors, excavators, haul trucks, flat-bed tractor-trailers, backhoes, cranes, and jackhammers.

The vibration sources associated with the project, even though they may be noticeable to residents when construction is nearby, are not expected to cause any structural damage.

Vibration levels for construction activities are projected to be the highest during demolition activities and soil compacting. Demolition activities would include removing existing curbs for installation of new ADA compliant ramps and removing existing concrete during utility installation and relocation. Major construction equipment that would be used during demolition includes excavators, haul trucks, backhoes, jackhammers, and saw cutters. Based on information from the U.S. Bureau of Mines, it typically takes vibration levels in excess of 0.5 in./sec. to cause cosmetic damage to plaster walls, and 0.75 in./sec. for cosmetic damage to drywall.

Vibration levels from project construction, including roadway and bike lane paving, are also projected to remain below 0.5 in./sec. at residences along the project corridor because of the distance between the work zones and structures. The main vibration producing equipment in this phase are soil compactors and vibratory rollers. Because of the type of construction, which is the same as typical roadway construction frequently performed by all municipalities, there is only a virtually no potential for any structural damage during construction, and even then, only for structures located within 25 feet of heavy construction activities, like soil compacting or jackhammering. Table 6-2 provides typical vibration levels for several common types of construction equipment.

Table 6-2 Construction vibration impact levels at 25 feet

Equipment	Conditions	Peak Particle Velocity at 25 feet (in./sec.)	Vibration Level in VdB at 25 feet (re: 1 micro-in./sec.)
Loaded haul trucks	Normal operations	0.076	86
Jackhammer	Normal operations	0.035	79
Small Bulldozer	Normal operations	0.003	58
Vibratory Roller	Normal operations	0.210	94

Note(s):

Source: FTA, 2018.
in./sec. = inch(es) per second
VdB = vibration decibels

6.3 Operational noise analysis

The majority of the proposed improvements for the Lakewood Station are related to non-motorized transportation. Other improvements, including new sidewalks, curbs, gutters, bike lanes, and other safety improvements are not predicted to result in any long-term changes in the noise levels. All vehicle travel lanes along roadways that are associated with the project will remain in the same general lane locations.

The one improvement that could result in a noise impact is the new surface parking lot to the north of the station. This proposed site, shown in Figure 6-2, is near several single-family residences and the SpringWood Suites hotel. The new lot would have approximately 24 compact parking spaces and 46 standard size parking spaces, and the parking area will include lighting, ADA improvements, curbs, gutter, sidewalks, bike lands, and lighting. Noise levels from the operation of the parking lot were calculated using the methods for a parking lot as provided in the FTA manual.

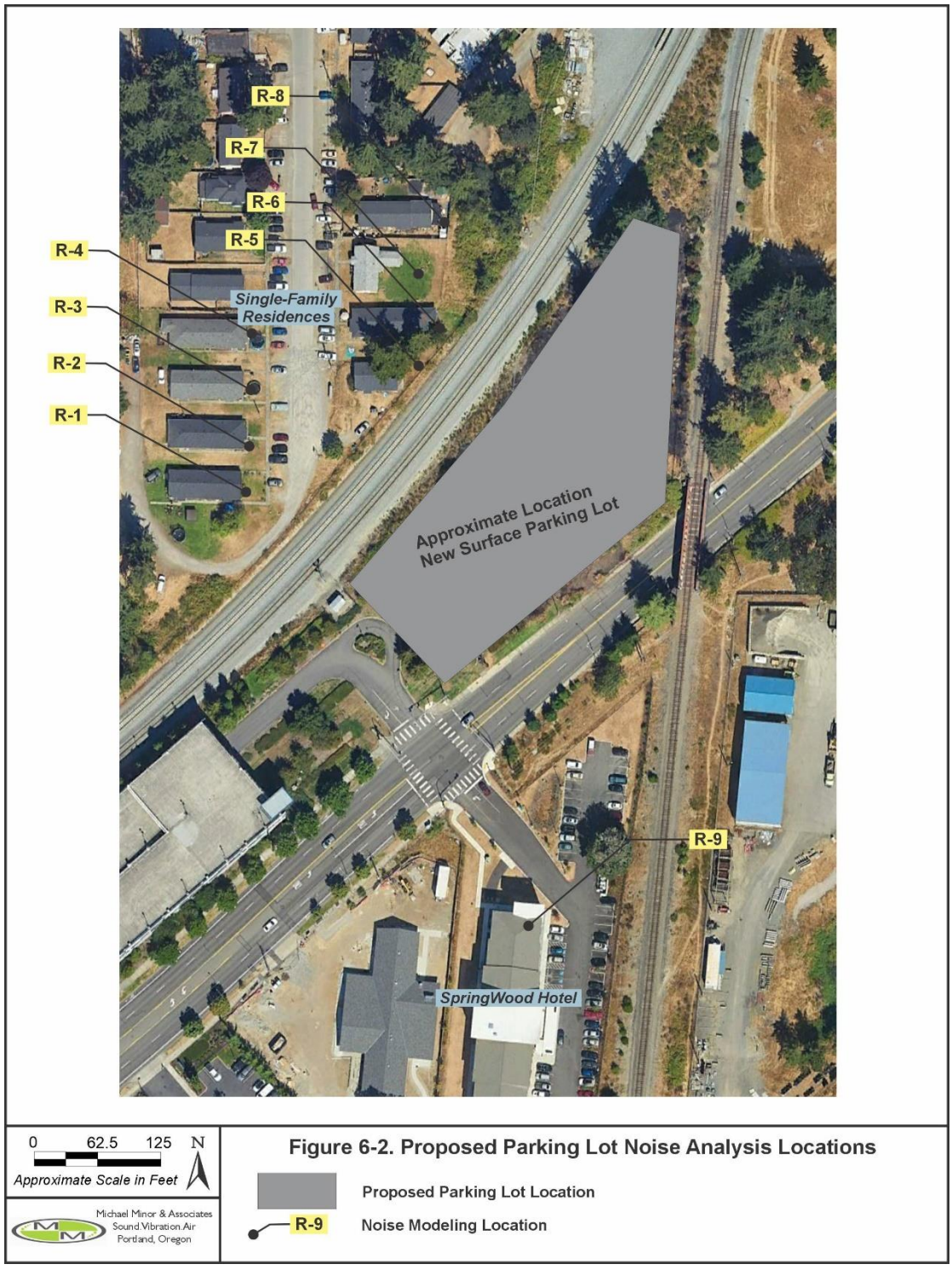


Figure 6-2 Parking lot noise analysis locations

To verify compliance with the FTA and WAC noise control ordinance, noise levels from operation of the new parking lot were predicted assuming all 70 parking spaces would be accessed during a single hour, providing the worst case hourly Leq. A more typical scenario would be cars arriving in the morning and departing in the afternoon. By assuming all spots in a single hour, the analysis produces a worst case volume of traffic and therefore the worst case hourly Leq. Furthermore, for the WAC analysis, the predicted noise level is compared to the nighttime criteria where the maximum allowable noise levels are 10 dB lower than the daytime criteria.

In addition, the Ldn was also calculated using the same worst case noise levels for early morning and daytime hours of operations. Because the analysis assumes all spots used in a single hour twice per day, once before 7:00 am (nighttime hours) and once during daytime hours, the Leq and Ldn are worst case noise levels are likely slightly higher than what would actually occur.

Table 6-3 Proposed parking lot noise analysis

Rec[1]	Rec Type[2]	Dist. (ft)[3]	Background Noise, dBA[4]		Parking Lot Noise, dBA[5]		Future Noise Levels, dBA[6]		Change in Total Noise, dB[7]	
			Leq	Ldn	Leq	Ldn	Leq	Ldn	Leq	Ldn
R-1	Res	140	61	59	42	37	58	59	0	0
R-2	Res	165	61	59	40	35	58	59	0	0
R-3	Res	200	61	59	39	34	58	59	0	0
R-4	Res	230	61	59	38	32	58	59	0	0
R-5	Res	85	61	59	46	41	58	59	0	0
R-6	Res	95	61	59	45	40	58	59	0	0
R-7	Res	150	61	59	41	36	58	59	0	0
R-8	Res	150	61	59	41	36	58	59	0	0
R-9	Hotel	250	61	59	37	32	66	65	0	0

Note(s):

1. Receivers shown in Figure 6-2.
2. Receiver types; Rec= residence, Hotel=Hotel.
3. Distance from the parking area to the receiver.
4. Background noise levels from Table 5-1.
5. Calculated noise levels from worst-case operation of the parking lot.
6. Total noise levels, background plus parking lot operations.
7. Change in total noise, or the future noise minus background noise.

As is shown in Table 6-3, noise levels from parking operations at the nine nearby receivers range from 37 to 46 dBA Leq during peak hour of operations, with an Ldn ranging from 32 to 41 dBA Ldn. The existing noise levels, based on measurements at M-2, M-3 and M-4 show that the existing noise levels are at least 10 dB higher than the noise from the parking lot operations. As described in Section 3.1.2, Decibel Mathematics, if the existing noise levels are 10 dB higher than the new noise source, the new source will not contribute a measurable change in the overall noise levels.

Noise levels from the parking lot were analyzed for impacts using the FTA and WAC criteria. The analysis results, shown in Table 6-3, show that adding the parking lot would not change the

noise levels at any of the nearby receiver locations due to the high background noise levels. Therefore, no FTA noise impacts were identified.

The table also shows the worst-case hourly noise levels from the parking lot is 45 to 46 dBA Leq at receivers R-5 and R-6. These worst-case noise levels are below the WAC nighttime code of 47 dBA Leq for a commercial land use next to a residential land use. Therefore, the parking lot is also in compliance with the WAC.

There are no other projected related noise impacts predicted under the proposed Lakewood Station improvement project package.

6.4 Operational vibration analysis

Major vibration related sources include the existing Sounder and Amtrak trains, trains related to the Tacoma rail service and rail service to and from JBLM. Other vibration sources include heavy trucks, industrial activities, and military training activities. Because there are no track modifications or changes in Sounder or Amtrak headways, there is no change predicted in the overall vibration levels in the area. Therefore, no vibration impacts are predicted..

7 PROJECT MITIGATION

7.1 Construction noise mitigation

Potential construction noise impacts can be reduced with operational methods and scheduling, equipment choice, and acoustical treatments. If required for construction outside the allowable hours (see Section 4.2), Sound Transit or its contractor would seek the appropriate noise variance from the City of Lakewood and require the appropriate noise control measures. Noise control mitigation to meet local regulatory requirements, noise ordinances, and permit or variance conditions would be required. These measures could include:

- Use smart back-up alarms during nighttime.
- Use low-noise emission equipment.
- Implement noise-deadening measures for truck loading and operations.
- Monitor and maintain equipment to meet noise limits.
- Use lined or covered storage bins, conveyors, and chutes with sound-deadening material.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Install high-grade engine exhaust silencers and engine-casing sound insulation.
- Prohibit jack hammering and impact pile driving during nighttime hours.
- Minimize the use of generators or use whisper-quiet generators to power equipment.
- Use movable noise barriers at the source of the construction activity.
- Limit or avoid certain noisy activities during nighttime hours near residential areas.

7.2 Construction vibration mitigation

The primary concern from construction vibration in the project corridor is annoyance inside sensitive spaces. No construction vibration impacts are predicted. However, the following precautionary vibration mitigation strategies could be implemented if construction occurs within 25 feet of a sensitive or historic structure:

- Pre-construction verification: Given the types of construction activities required for completion of the project, as previously stated, no vibration impacts are projected and no pre-construction survey or verification should be required. If, however, during construction, highly sensitive or historic building(s) are identified within 25 feet of a site with heavy construction activities, an inspection of those building may be warranted.

- Vibration limits: The construction contract specifications should limit construction vibration to a maximum of 0.5 in./sec. for all buildings within 25 feet of construction activities.

- Vibration monitoring: Given the types of construction activities required for completion of the project, vibration monitoring should not be necessary. If heavy construction would occur closer than 25 feet to sensitive structures or historic buildings, limited vibration monitoring maybe warranted.

.

7.3 Operational noise mitigation

No operational noise impacts are predicted, and no vibration mitigation is recommended.

7.4 Operational vibration mitigation

No operational vibration impacts are predicted, and no vibration mitigation is recommended.

8 REFERENCES

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Appendix B

Cultural Resources Technical Report

SOUNDTRANSIT

Cultural Resources Technical Report

Lakewood Station Access Improvements Project

AE 0145-17 LSAI 02.02

June 2023

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SOUNDTRANSIT

Summary

The Central Puget Sound Regional Transit Authority's (Sound Transit) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South. Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce Counties, Washington. In its capacity as lead agency, Sound Transit is reviewing this Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places.

In 2023, Sound Transit began conducting early design and conceptual engineering (Phase 2) for the Project. In support of Phase 2, Historical Research Associates, Inc. (HRA), and David Evans and Associates (DEA) prepared the cultural resources technical report, which documents the results of archival and field research and provides recommendations for the treatment of cultural resources within the project area. The report identifies known cultural resources and previously undocumented cultural resources and considers the probability of encountering additional resources during project implementation.

The Project is located in Township 19 N, Range 02 E. The area of impacts (AI) for the Project (the area in which project improvements could impact cultural resources, including the viewsheds of historic resources) includes the construction footprint (the area of anticipated ground disturbance) for improvements under consideration and a one-parcel buffer in locations where new construction may directly or indirectly impact built-environment resources.

Surface and subsurface archaeological survey also occurred as part of this effort. Site 45PI767 was partially located within the AI. Although the site was previously determined not eligible for listing in the National Register of Historic Places (NRHP), HRA revisited the site to assess its condition within the AI. During that visit HRA observed no remnants of the site within the AI. HRA observed no precontact or historic-period cultural materials during the survey.

Archival research indicated that there are no previously identified historic built-environment properties listed in or eligible for listing in the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), or Lakewood Landmarks Register (LLR) located in the AI for the Project. Additionally, based on survey results, HRA recommends that no historic-period, built-environment resources surveyed for the Project are eligible for listing in the NRHP, WHR, or LLR as historic properties.

HRA recommends that the Project does not have the potential to impact cultural resources.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
AI	area of impacts
BNSF	Burlington Northern and Santa Fe
DAHP	Department of Archaeology and Historic Preservation
DEA	David Evans and Associates, Inc.
GLO	General Land Office
HBC	Hudson's Bay Company
HPI	Historic property inventory
HRA	Historical Research Associates, Inc.
I-5	Interstate 5
JBLM	Joint Base Lewis-McChord
LLR	Lakewood Landmarks Register
mi	mile
NPS	National Park Service
NPRR	Northern Pacific Railroad
NRHP	National Register of Historic Places
NWC	North West Company
PSAC	Puget’s Sound Agricultural Company
RCS	Revised Code of Washington
ROW	right-of-way
SEPA	State Environmental Policy Act
SP	Shovel probes
TPL	Tacoma Public Library
USDA	U.S. Department of Agriculture
USGS	U.S. Geological Survey
USSG	U.S. Surveyor General

WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records
WSDNR	Washington State Department of Natural Resources

1 INTRODUCTION

The Central Puget Sound Regional Transit Authority's (Sound Transit) current Sounder Commuter Rail System includes two operating lines, Sounder North and Sounder South.

Sound Transit is planning to expand Sounder South rail capacity to meet future anticipated demand in King and Pierce Counties, Washington. In its capacity as lead agency, Sound Transit is reviewing this Project under the State Environmental Policy Act (SEPA). SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places.

The improvements included in this analysis are a result of the alternative analysis conducted in Phase 1 of the Lakewood Station Access Improvements Project. The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2). Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities
- Addresses a substantial travel barrier
- Located within proximity of the station

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included.

In 2023, Sound Transit began conducting early design and conceptual engineering (Phase 2) for the Project. In support of Phase 2, Historical Research Associates, Inc. (HRA), and David Evans and Associates (DEA) prepared the cultural resources technical report, which documents the results of archival and field research and provides recommendations for the treatment of cultural resources within the project area. The report identifies known cultural resources and previously undocumented cultural resources and considers the probability of encountering additional resources during project implementation.

The document is organized as follows: Section 1 provides a brief introduction to the Project, the Project's regulatory environment, and its area of impacts (AI); Section 2 reviews the methods used to conduct archival research and summarizes the results of that research; Section 3 provides a summary of the natural context of the project vicinity; Section 4 provides a cultural context; Section 5 summarizes the archaeological expectations for the project vicinity; Section 6 documents the methods used to conduct field research; Section 7 provides the results of the archaeological study; Section 8 provides the results of the built-environment study; and Section 9 provides a summary of the study's findings and documents resulting recommendations. Finally, Section 10 provides a list of cited sources. Appendixes provide additional supporting data, as required.

1.1 Project Description

Sound Transit proposes to improve access to the Lakewood Sounder Station and surrounding area by improving walking, bicycling, and transit facilities. Proposed improvements include new and updated sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and bike lanes.

Figure 1-1 provides an overview of the study area with descriptions of the improvements outlined in the following sections.

1.1.1 Bridgeport Way Non-motorized Connections (A8, A20, A38, B5, B6, C1, D6) – Priority 1

The improvements proposed at 115th Street Court SW will facilitate non-motorized movement from the Bridgeport Way SW bus station and the 115th Street Court SW cul-de-sac to the Lakewood Sounder Station. They will allow for drop-off and pickup of passengers at the street end and access to the station via a trail along the north side of the tracks to the north station entrance.

Sharrows will be added to 115th Street Court SW from Bridgeport Way SW to the end of the cul-de-sac. Sharrows are lanes designated for sharing between vehicles and bikes – these are not separate bike lanes. Curb, gutters, and sidewalks will be constructed at the cul-de-sac and a portion of the north side of 115th Street Court SW. An approximately 800 feet long by 10-foot-wide shared use path will be constructed from the end of the cul-de-sac along the north side of the rail right-of-way to just past the pedestrian overpass allowing passengers to access the overpass bridge to the station. The path will be bordered on both sides with a chain link fence for security and be extended beyond the overcrossing to reduce ground level crossing of the tracks.

The bus stop on the south side of Bridgeport Way SW at 115th Street SW would be relocated, a pedestrian half signal will be added, as well as improved lighting and crosswalks to improve access to the bus shelters. ADA curb ramps will be added in several areas.

1.1.2 Route 206 Bus Stops and Sidewalks (A14, A23, A34, B4, B12, B13, B14, B15, B16, B19, B20) – Priority 1

Pierce Transit Route 206 runs down Bridgeport Way from the Lakewood Towne Center and extends south through the project area serving the access improvements project area. A number of transit stops, right-of-way, and intersections in this area are proposed for improvements. These are described in more detail below.

Curb, gutter, and a 6-foot-wide sidewalk will be constructed on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW over a distance of approximately 3,800 feet. Several new utility poles for lighting will be added to this road segment at various points along the route. Near the intersection of McChord Drive SW and Lincoln Avenue SW a concrete bus stop pad will be installed on both sides of the street with a bench. New crosswalk striping will be added at Lincoln Avenue SW to access the southbound bus stop on McChord Drive SW. Another concrete bus stop pad will be added to the north side of McChord Drive SW near Bridgeport Way SW.

At the New York Avenue SW crossing of I-5, the narrow sidewalks on the north and south sides will be removed. A new sidewalk will be constructed on the north side, which will be slightly over 6 feet wide. On the north side a concrete barrier and pedestrian railing will be installed between the street and the sidewalk and a new railing at the bridge edge.

New curb, gutter, and sidewalks will be constructed on Lincoln Avenue SW between McChord Drive SW and San Francisco Avenue SW for a distance of approximately 1,900 feet. Sidewalks will be added to both sides of Lincoln Avenue SW between McChord Drive SW and Chicago Avenue

SW. From Chicago Avenue SW to San Francisco Avenue SW sidewalks will only be added to the north side of Lincoln Avenue SW because there is existing sidewalk on the south side. A bus stop pad, bench, and shelter will be installed at the existing bus stop at Lincoln Avenue SW and Chicago Avenue SW.

New transit shelters, pedestrian level lighting, benches, and trash receptacles will be added to Bridgeport Way SW at the transit stops at San Francisco Avenue SW. A concrete bus stop pad and bench will be installed at Seattle Avenue SW. A new pedestrian crossing signal and median pedestrian refuge will be added at the Bridgeport Way SW/Seattle Avenue SW intersection.

1.1.3 Route 206 Bus Connection to the Station (B8) – Priority 1

A new right turn lane from southbound Pacific Highway SW to northbound Bridgeport Way SW will be constructed to better accommodate transit turning movements and facilitate Pierce Transit Route 206 access to the station. This includes removing the existing island, adjusting the lanes on Bridgeport Way SW by removing the median and constructing new curbs on Bridgeport Way SW and in the new turn lane.

1.1.4 47th Avenue SW Bridge and Sidewalk Connections (A7, A17, A16.D) – Priority 1

South of I-5, sidewalks will be constructed on the westside of 47th Avenue SW from Clover Creek to 120th Street SW. Sharrows will be constructed on both sides of 47th Avenue SW in the same location. However, there will be a gap between 123rd and 121st with work to be done by others. North of I-5, sidewalk, curbs and gutter will be added to the west side of 47th Avenue SW extending across Interstate 5 (I-5) to Pacific Highway SW. Sharrows will be constructed on the eastside of 47th Avenue SW and a bike lane will be provided on the west side. At the I-5 crossing the narrow sidewalk on the east side will be removed and the sidewalk on the west side will be widened to 5 feet with a pedestrian barrier between the road and sidewalk and a pedestrian railing at the edge of the bridge. Enough room will be available to add sharrows across the bridge.

1.1.5 Lakewood Sounder Station Improvements (A21, A41, B17, E1, E2, E4, E5 – Priority 1) / (A27, A28, D8.B, E3 – Priority 2)

Sounder station projects are proposed to improve access conditions for sight impaired, non-English speaking, and disabled persons, as well as support non-motorized access. The following upgrades are proposed:

- Provide parking for micromobility uses such as scooters and bicycles.
- Add bird deterrent system.
- Provide ADA mini-high shelter (mini-high provides a level train boarding surface).
- Retrofit stairs and other station components that are currently collecting trash.
- Install a public address system.
- Provide accessible wayfinding for sight impaired persons including:

  - Braille for ticketing.
  - Tactile strips between platform and drop-off areas.

- Provide signage for non-English speaking persons.
- In addition, ADA compliant curb ramps will be retrofitted at three sidewalk locations within ½ mile of the station.
- Bike Storage—Upgrades will be made to the internal station bike parking to a bike cage or other more secure bike Parking. Bicycle lockers at the pickup/drop-off location on Kendrick Street SW north of the station and near overcrossing elevators will be installed.
- Surface Parking—A completely new surface parking area (Northeast Surface Parking C) will be constructed north of the station. The parking area will be bordered by an 8-foot landscaped buffer that is bounded by a retaining wall. The entire parking area will be fenced. At the southern end of the parking area a 6-foot sidewalk will be constructed that connects to the Lakewood Sounder Station. There will be approximately 12 compact parking spaces and 62 standard size parking spaces and the parking area will include lighting and electric vehicle charging stations. Existing parking stalls will be retrofitted to three accessible stalls in the parking garage.
- Wayfinding to Pickup/Drop-off Locations—Wayfinding signage will be added at several locations including near the intersection of Bridgeport Way SW and Pacific Highway SW, Bridgeport Way SW and 112th Street SW, and at Kendrick Street SW and 111th Street SW. Station access signage will be added to Pacific Highway SW near the station.

1.1.6 Non-motorized Improvements (A10, A12, A18, A29, A30, A35, A36, A37, A39) – Priority 2

Various other access improvements are proposed to enhance non-motorized travel in the project area. These are described below.

- 112th Street SW Connection—Sidewalks will be improved on 112th Street SW for a length of approximately 4,000 feet by adding curbs and gutters. Bike lanes will also be added. Improvements on the north side of 112th Street SW from Gravelly Lake Dr SW to Highland Avenue SW will be done by others.
- Kendrick Street SW Connection—There will be a full rebuild of approximately 1,000 feet of curbs, gutters, sidewalks, bicycle lanes and lighting.
- Clover Creek Drive SW Connection—Provide sidewalks on Clover Creek Drive SW between Hillcrest Drive SW and Pacific Highway SW. Improve accessibility and safety at the at-grade rail crossing by providing sidewalks, signage, and crossing arms.
- Clover Park High School Connection—Install bike lanes and construct curb, gutter, and sidewalks on 111th Street SW between 60th Avenue SW and Davisson Road SW.
- Davidson Road SW Connection—Construct bike lanes, curb, gutter, and sidewalk on Davison Road SW between 108th Street SW and 111th Street SW, and on Highland Street

SW between 111th Street SW and 112th Street SW.

- Springbrook Area Connections—Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Avenue SW and McChord Drive SW for a distance of approximately 1,800 feet. Construct curb, gutter, and sidewalks on Chicago Avenue SW between McChord Drive SW and Springbrook Lane SW and Boston Avenue SW between McChord Drive SW and 57th Avenue Ct SW for a distance of approximately 1,900 feet. Construct curb, gutter, and sidewalks on San Francisco Avenue SW between Springbrook Lane SW and Bridgeport Way SW for a distance of approximately 1,300 feet.

1.2 Purpose of the Report

HRA and DEA prepared this cultural resources technical report to document the findings of archaeological and built-environment survey and inventory investigations within the AI for the Project. The report may be used to support environmental review under the State Environmental Policy Act (SEPA) and to consult with stakeholders as part of the SEPA process.

1.3 Key Personnel

Cultural resources inventory, survey work, and National Register of Historic Places (NRHP) evaluations were performed by the consultants identified in Table 1-1.

Table 1-1 Key personnel

Name	Qualifications	Roles and Responsibilities
Lynn Compas, MS	MA, Cultural Resources Management, Principal Archaeologist	Principal Archaeologist
Chrisanne Beckner, MS	MS, Historic Preservation/English, Senior Architectural Historian	Project Manager, Principal Investigator, and Architectural Historian
Matthew Warren, PhD	PhD, Archaeology, Archaeologist 2	Principal Investigator and Archaeologist
Cecelia Wolman, MA	MA, Anthropology/Computer Science, Archaeologist 1	Archaeological Investigator
Taylor Harriman, MA	MA, Landscape Archaeology, Archaeologist 1	Archaeological Investigator

HRA conducted an archaeological survey for the Project. HRA Principal Investigator Matthew Warren, who meets the Secretary of the Interior's professional qualification standards for archaeology, led the field team, including Cecelia Wolman and Taylor Smith, and completed pedestrian and subsurface survey for the Project under the supervision of Lynn Compas, principal archaeologist. He authored sections of the report with the help of Wolman and Harriman.

Additionally, HRA conducted a built-environment survey for the Project. HRA Principal Investigator Chrisanne Beckner, MS, who meets the Secretary of the Interior's professional qualification standards for architectural history, conducted a field survey for the Project, provided evaluations of

surveyed resources, and prepared historic property inventory (HPI) forms. She authored sections of the report with the help of Wolman.

1.4 Regulatory Context

Sound Transit is reviewing this Project under the SEPA in its capacity as lead agency. SEPA requires that project proponents identify possible environmental impacts that may result from government decisions, including impacts to cultural resources. Cultural resources include historic built-environment resources (buildings, structures, and objects) and archaeological sites that qualify for or are listed in local (city or county), state, and/or national registers of historic places. Under SEPA, cultural resources located on or adjacent to the Project, should be evaluated for their eligibility at the local, state, and national levels.

The Project does not include funding from the state of Washington and therefore does not require compliance with Governor's Executive order 21-02.

In addition to SEPA, the State of Washington requires compliance with the cultural resources laws and regulations under the Revised Code of Washington (RCW) 27.53 Archaeological Sites and Resources, RCW 2744 Indian Graves and Records, and RCW 68.50.645 Skeletal Human Remains—Duty to Notify.

Archaeological resources and historic-period, built-environment resources were evaluated for their eligibility for listing in the NRHP. Additional built-environment resources were evaluated for their eligibility to the Washington Heritage Register (WHR), and the Lakewood Landmarks Register (LLR). Certified local governments are considered the experts on whether resources meet the criteria for local listing in city or county registers of historic places. Consulting parties, including the Washington Department of Archaeology and Historic Preservation (DAHP), provide expert opinions on whether resources meet the criteria for listing in state and national registers of historic places and whether proposed projects have the potential to adversely impact cultural resources.

Other local regulations that were reviewed during the assessment included the City of Lakewood's Municipal Code Chapter 2.48, Protection and Preservation of Landmarks.

1.4.1 NRHP Requirements for Listing

1.4.1.1 Criteria for Significance

To be eligible for listing in the NRHP, a resource must meet one of four criteria for significance and possess sufficient integrity to express its significance based on the National Park Services (NPS 1995).

Sound Transit evaluates resources using the following guidelines established by the NPS. To be eligible for listing in the NRHP, a property must be significant under one of the following criteria:

- Criterion A: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history.

- Criterion B: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
- Criterion C: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Discrete features, a particular building for example, may best be documented under this Criterion, though collections of resources may also have significance under Criterion C for architecture or engineering association.

- Criterion D: Under Criterion D, properties may be eligible for the NRHP if they have yielded, or may be likely to yield, information important in history. To be eligible under Criterion D, the property must have, or have had, information to contribute to our understanding of human history and that information must be considered "important" (NPS 1997). Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information.

1.4.1.2 Integrity

Integrity is the ability of a property to convey its significance. To be eligible for the NRHP, a property must not only be shown to be significant under NRHP criteria (A–D above), but it must also have integrity. The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to its significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity, which are:

- Location. Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design. Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. Setting is the physical environment of a historic property.
- Materials. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship. Workmanship is the physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.
- Association. Association is the direct link between an important historic event or person and a historic property (NPS 1995).

1.4.2 Additional Historic Register Criteria for Listing

1.4.2.1 Washington Heritage Register

To be individually eligible for listing in the WHR, a property must be significant within a historic context. Sites that are listed in the NRHP are automatically added to the WHR (25-12 Washington Administrative Code [WAC]). As such, a separate nomination is not needed and, for the purposes

of this report, the same four criteria utilized for the NRHP (A through D above) are used to evaluate resources for eligibility for listing in the WHR (DAHP 2023a).

1.4.2.2 Lakewood Landmarks Register

The City of Lakewood is a certified local government and manages the LLR. To be eligible for listing in the LLR, a property must be over 50 years old or, in the case of a landmark district, contains resources that are more than 50 years old. It must possess integrity of location, design, setting, materials, workmanship, feeling, and association, and meet one of the following criteria:

- Is associated with events that have made a significant contribution to the broad patterns of national, state or local history; or
- Is associated with the lives of persons significant in national, state or local history; or
- Embodies the distinctive characteristics of a type, period, style or method of design or construction, or that represents a significant and distinguishable entity whose components may lack individual distinction; or
- Has yielded or may be likely to yield information important in prehistory or history; or
- Is an outstanding work of a designer or builder who has made a substantial contribution to the art (City of Lakewood 2023).

1.5 Agency and Tribal Coordination

Copies of this technical report will be distributed to Tribes and DAHP for their review and comment. Sound Transit will allow 30 days for review of the documents. Sound Transit will also request formal NRHP and WHR eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resource compliance.

1.6 Area of Impacts

The AI for a project defines the boundary within which the project has the potential to impact cultural resources. As there are multiple improvements under consideration, the project is assumed to have one AI that encompasses all potential project elements (Figure 1-1 and Figure 1-2). The vertical impacts of the project are varied across the proposed improvements. All details have not been finalized; however, basic aspects of the design have been completed for most improvements to provide estimated height ranges for project elements. The expected depths of proposed improvements vary. In locations where the proposed project includes the construction of elements above one foot in height (i.e., new bus shelters and fencing), the AI includes the parcel adjacent to proposed construction. Where the adjacent parcel is a right-of-way (ROW), the AI extends to the next adjacent parcel (up to 200 feet) to account for any potential impacts on the viewsheds of neighboring resources. Where activities have no potential to impact viewsheds (i.e., at-grade improvements or improvements not exceeding 1 foot in height), the AI is limited to the area of anticipated ground disturbance. Because the Project will take place in an urbanized environment, and there are no expected impacts associated with the addition of light poles or signage, the AI is limited to the area of anticipated ground disturbance where these elements are proposed.

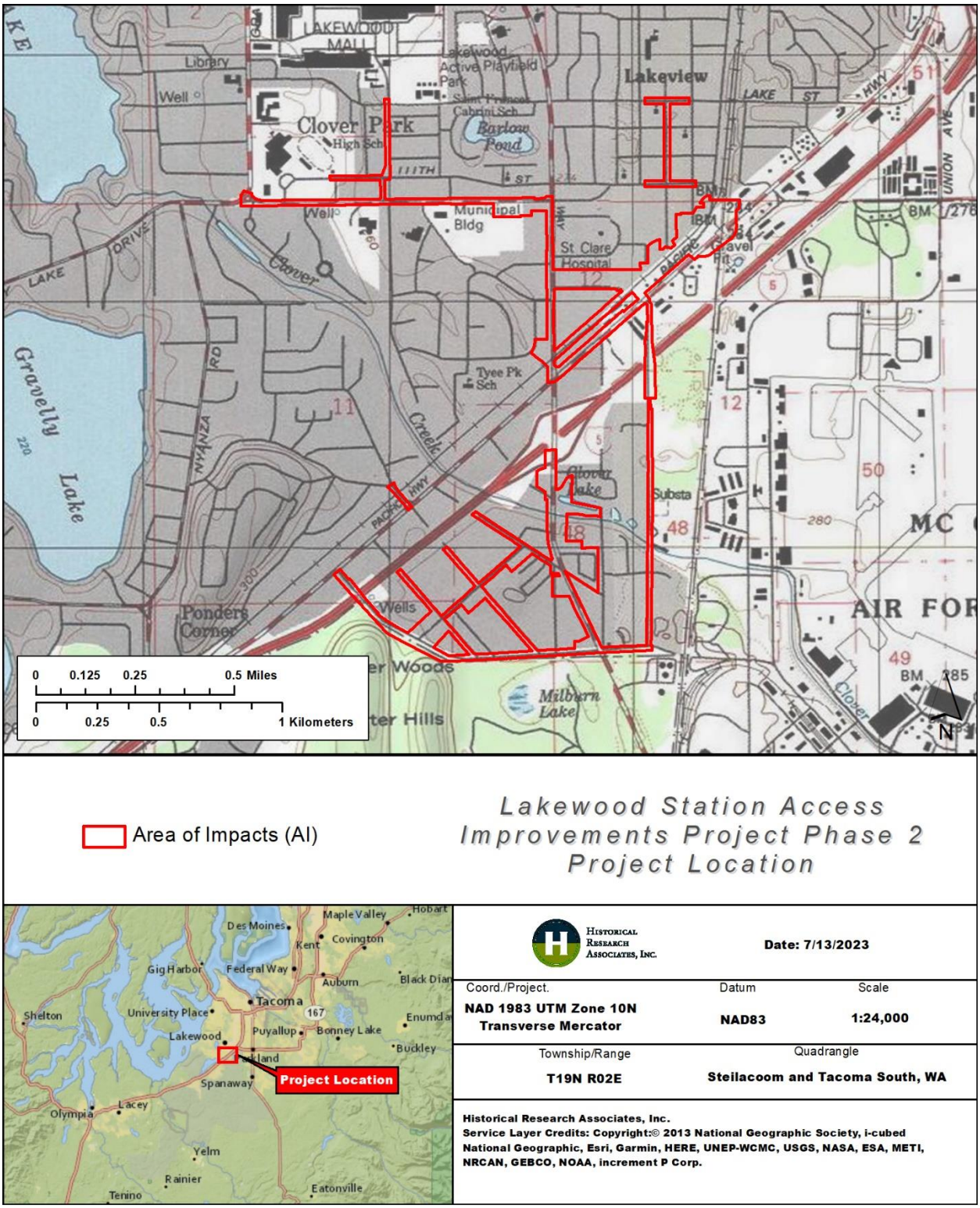
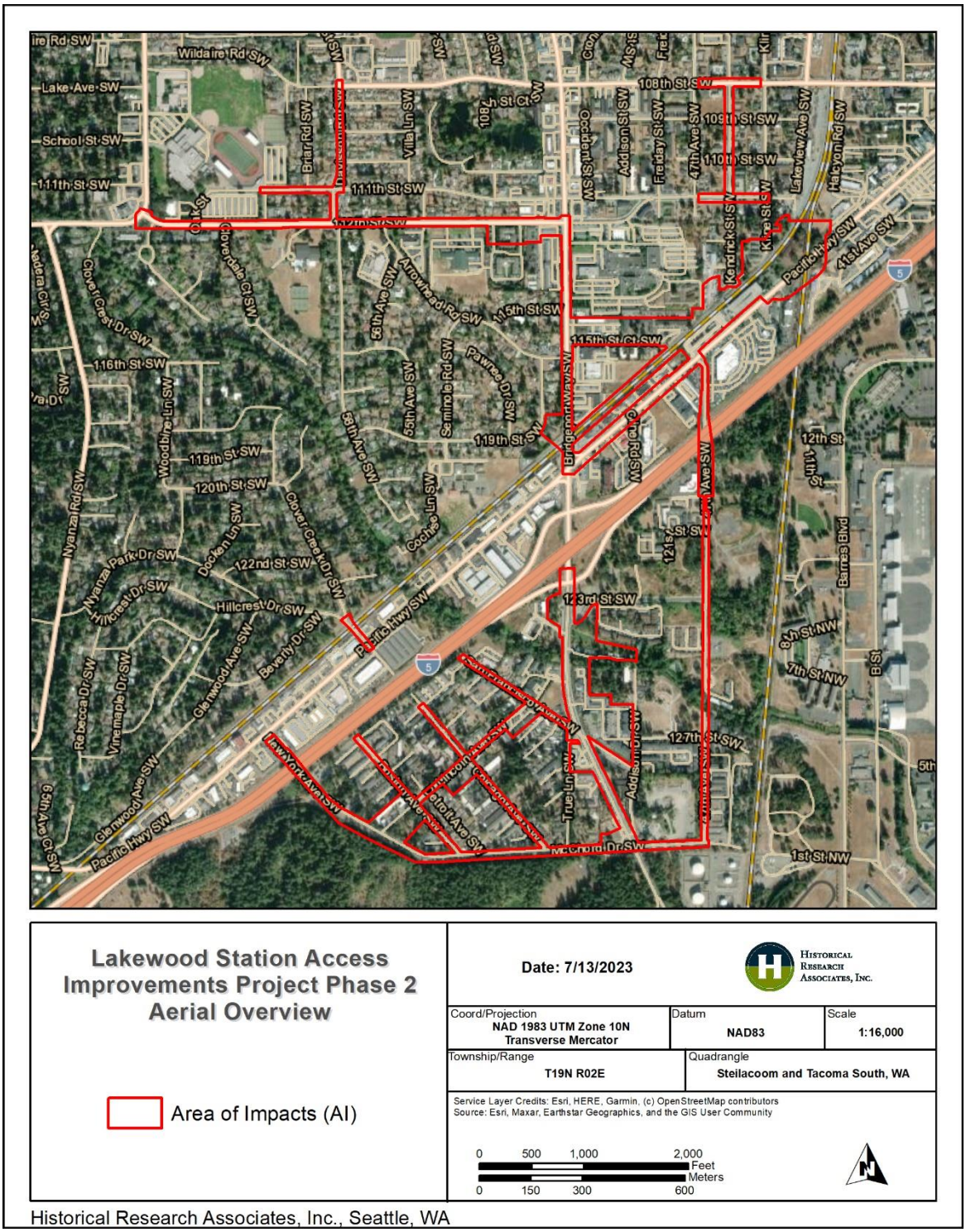


Figure 1-1 Project location and vicinity



Historical Research Associates, Inc., Seattle, WA

Figure 1-2 Aerial of project location and vicinity

2 ARCHIVAL RESEARCH

To identify previously recorded cultural resources within the AI, HRA conducted archival research using published and electronic sources, including those provided by state and local governments.

2.1 Research Methods and Materials Reviewed

HRA Archaeologist Matthew Warren, PhD, conducted an archival record search for the Project using a research radius of 0.25 miles (mi). Warren reviewed the DAHP online database (Washington Information System for Architectural and Archaeological Records [WISAARD]), for archaeological site records, cultural resources survey reports, historic register information, and cemetery records. Warren also reviewed the statewide archaeological predictive model on WISAARD for probability estimates for encountering archaeological resources within the AI.

HRA's in-house library was searched for information on the environmental, archaeological, and historical context of the AI and vicinity. Historic-period plats from the U.S. Surveyor General (USSG) General Land Office (GLO) were reviewed for the presence of structures and features that might have been present within the AI, as well as indicators of potential archaeological sites and past land-use patterns. Other historic-period maps and atlases (i.e., Anderson, Kroll, Metsker, Sanborn, and U.S. Geological Survey [USGS] maps), were also reviewed for historic-period structures, sites, and features, and changes in the vicinity of the AI. In addition, ethnographic sources (e.g., Dailey 2020; Hilbert et al. 2001) were reviewed for information regarding place names, burials, and land-use practices.

2.2 Archival Research Results

2.2.1 Previous Cultural Resources Studies

Seven previous cultural resources studies that overlap the AI have been conducted since 1995 (Table 2-1). The first cultural resources study was a historic building inventory of McChord Air Force Base (part of present-day Joint Base Lewis-McChord [JBLM]) prepared by the base's Headquarters, Air Mobility Command. In total, 122 buildings and structures were inventoried during the study, none of which are located within the AI (Chattey and Foxall 1997). One cultural resources study was undertaken along Kendrick Street SW and the BNSF Railway line for a transit station improvements project. The study included pedestrian and subsurface survey, during which no cultural resources were identified (Stevenson 2011). One cultural resources study was conducted for an infrastructure improvements project along Interstate 5 (I-5), which included pedestrian and subsurface survey. No cultural resources were identified during the study (Kiers 2013).

Two cultural resources studies were undertaken in advance of infrastructure improvements along Pacific Highway SW, which passes through the AI. One of these studies included a pedestrian survey, during which no archaeological resources were identified, and a historic building inventory. HPI forms were completed for 12 buildings or structures, none of which were located within the AI (Chasteen and Cooper 2005). The second of these studies included an

historic building inventory, during which 19 historic-period structures were inventoried; none of these structures are located within the AI (Bowers 2008).

Two cultural resources studies were conducted for a railway improvement project along the BNSF Railway line. The first of these studies included pedestrian and subsurface survey, as well as an historic building inventory. In total, 3 historic-period archaeological sites, 2 historic-period archaeological isolates, and 37 historic-period buildings were inventoried, none of which are located within the AI (Chasteen et al. 2008). The second study included subsurface survey and a historic building inventory, during which one precontact archaeological isolate and nine historic-period properties were identified, respectively; none of these resources are located within the AI (Van Galder et al. 2012).

An additional seven cultural resources studies have been conducted within 0.25 mi of the AI since 1995. One cultural resources study was conducted for a telecommunications tower construction project less than 0.25 mi west of the AI at the intersection of 112th Street SW and Gravelly Lake Drive SW, which included a site reconnaissance, windshield survey, and desktop analysis. No cultural resources were identified during the study (Jongsma and Schultz 2006). One cultural resources study was conducted in advance of an infrastructure improvement project along Pacific Highway SW approximately 0.2 mi northeast of the AI. The study included pedestrian and subsurface survey, during which no archaeological resources were identified (Kanaby et al. 2007). One cultural resources study was conducted for a sewer expansion project approximately 0.2 mi southwest of the AI along I-5. The study included pedestrian and subsurface survey, as well as a historic building inventory, during which no archaeological resources were identified. Five historic-period structures were inventoried, none of which are located within the AI (AMEC Earth and Environmental 2008).

One cultural resources study was conducted for a railyard expansion project along the BNSF line approximately 0.1 mi northeast of the AI. The study included archaeological pedestrian and subsurface survey, as well as a built-environment inventory, during which one historic-period archaeological isolate was identified and two historic-period buildings were inventoried. None of these resources were within the AI (Stevenson and Sneddon 2013). One cultural resources study was conducted in advance of a bridge repair project within JBLM along Clover Creek approximately 0.2 mi east of the AI, which included archaeological pedestrian and subsurface survey, as well as historic structure analyses of the three bridges targeted by the project. No archaeological resources were identified during the study (Patton and Schreck 2022).

Two cultural resources studies were conducted for a park development project less than 0.1 mi east of the AI along Clover Creek, the first of which included archaeological pedestrian and subsurface survey, as well as a historic building survey. While no archaeological resources were identified during the study, one historic-period building was inventoried (Rooke and Uldall 2016). The second study included archaeological pedestrian and subsurface survey, during which no cultural resources were identified (Schneider et al. 2022).

Table 2-1 Previous cultural resources studies within 0.25 mi of the AI

Reference	NADB	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Chattey and Foxall 1997	1350067	Historic Resources Inventory & Evaluation McChord Air Force Base, Pierce County, Washington Survey Report	Overlaps the AI	None
Chasteen and Cooper 2005	1346744	Cultural Resource Assessment of the Proposed City of Lakewood Pacific Highway Southwest (Bridgeport Way to 108th Street Southwest) Improvement Project, Pierce County, Washington	Overlaps the AI	None
Jongsma and Schultz 2006	1684718	SE5237A, Lakewood City WT-Offload, 11116 Gravelly Lake Drive, Lakewood, Washington	< 0.1 mi west	None
Kanaby et al. 2007	1350671	Cultural Resources Report, Pacific Highway Improvement Project 108th Street to SR 512, Pierce County, Lakewood, Washington	0.2 mi northeast	None
AMEC Earth and Environmental 2008	1351203	Section 106 Review, Tillicum/American Lake Gardens Sewer Expansion, Pierce County, Washington	0.2 mi southwest	None
Bowers 2008	1353346	Cultural and Historic Resources Survey, Pacific Highway Southwest Improvement Project (Gravelly Lake Drive to Bridgeport Way), Lakewood, Pierce County, Washington	Overlaps the AI	None
Chasteen et al. 2008	1351522	Final Cultural Resources Survey/Discipline Report: Point Defiance Rail Bypass Project, Pierce County, Washington	Overlaps the AI	None
Stevenson 2011	1681088	Cultural Resources Survey Report–Lakewood Station Connection	Overlaps the AI	None

Table 2-1 Previous cultural resources studies within 0.25 mi of the AI

Reference	NADB	Title	Distance and Direction from AI	Cultural Resources Identified Within the AI
Van Galder et al. 2012	1683008	Section 106 Survey Report Historic, Cultural, and Archaeological Resources/Discipline Report: Federal Railroad Administration–WSDOT Point Defiance Bypass Project Environmental Assessment	Overlaps the AI	None
Kiers 2013	1683944	Cultural Resources Survey, I-5/SR 510 to SR 512 – Stage 3 Mobility Improvements, Thurston and Pierce Counties, Washington	Overlaps the AI	None
Stevenson and Sneddon 2013	1684576	Cultural Resources Assessment for the Sounder Yard Expansion Project, Lakewood, Washington	0.1 mi northeast	None
Rooke and Uldall 2016	1688295	Cultural Resources Assessment for the Springbrook Park Land Acquisition and Bridge Installation Project, Pierce County, WA	< 0.1 mi east	None
Patton and Schreck 2022	1696742	McChord Bridge Replacement Project Cultural Resources Survey Report	0.2 mi east	None
Schneider et al. 2022	1696941	Springbrook Park Phase 2 Additional Improvements Project, Lakewood, Pierce County, Washington	< 0.1 mi east	None

2.2.2 Previously Recorded Archaeological Resources

There is one previously recorded archaeological resource within the AI. Site 45PI767, Old Pacific Highway/Lakeview Avenue, consists of segments of a historic road alignment that was constructed from 1918–1928 (Cooper and Sparks 2007). The site has been determined not eligible for the NRHP (Sterner 2015). Aerial imagery indicates that the portion of Site 45PI767 within the AI was removed during clearing and grading activities within the vacant lot northeast of the Lakewood Station parking garage that occurred between 2005 and 2008 (Appendix C).

There are two additional previously recorded archaeological sites within 0.25 mi of the AI, neither of which has been formally evaluated for listing in the NRHP (DAHP 2023a). The first, 45PI419, is a surface historic-period debris scatter consisting of materials dating to ca. 1917–

1938, located approximately 0.1 mi south of the AI within JBLM (Walitschek 1994a). The second, 45PI420 (Steilacoom to Elk Plain – Moloch Station Road Segments), consists of two intact road segments predating 1870. One of the road segments is located less than 0.1 mi south of the AI within JBLM, while the other is located more than 0.25 mi south of the AI within JBLM (Walitschek 1994b).

2.2.3 Cemeteries

There are no cemeteries within 0.25 mi of the AI. The nearest cemetery, St. Mary's Episcopal Church Columbarium (45PI1243), is located approximately 0.3 mi north of the AI along Gravelly Lake Drive SW (DAHP 2023b).

2.2.4 Historic-period Maps

The oldest depiction of the AI is on a GLO plat dated to 1871 (Table 2-2; Appendix D). The plat indicates that the northeastern end of the AI along present-day Davisson Rd. SW extended into the donation land claim of A. J. Knicht (Claim No. 47) and passed just north of the home of Willis Boatman along present-day 112th Street SW. Two unidentified roads passed through the southern half of the AI, and a telegraph line passed through it roughly along the same alignment as the present-day BNSF Railway line (USSG 1871). A GLO plat produced a decade later shows that by this time, much of the southern half of the AI was within the donation land claim of Geo. Gibbs (Claim No. 48) (USSG 1882). A map created in the late 1880s confirms that the AI bordered and included small portions of the Willis Boatman property along its northern and eastern margins and included portions of several other properties with identified owners. The Northern Pacific Railroad (NPRR) passed through the east end of the vacant lot northeast of the present-day Lakewood Station, and several unidentified roads intersected the AI along its northeastern and southern margins (Plummer 1889). A turn-of-the-century USGS map that covers the easternmost portions of the AI shows Clover Creek passing through the alignment of present-day 47th Avenue SW and a branch of the NPRR running along the present-day BNSF line (USGS 1897).

After a decades-long gap in the production of publicly available maps of the area that includes the AI, several USGS maps created in the 1940s indicate the considerable levels of development that occurred in the vicinity of the AI in the first half of the twentieth century. By the early 1940s, Pacific Highway had been constructed, paralleling the Great Northern/NPRR line within the AI; Fort Lewis had been established to the south of the AI; and the communities of Clover Park and Lakeview were expanding across the northern and northeastern portions of the AI, respectively. Many of the present-day street alignments within the AI were already established by this time (USGS 1940, 1941). Within less than a decade after the end of World War II, considerable residential development had occurred across the area, especially in the Clover Park and Lakeview communities and in the suburbs adjacent to the newly designated McChord Air Force Base in the southern half of the AI (Metsker 1951; USGS 1948). By the early 1960s, virtually all of the present-day roads within the AI had been established, and the area in its vicinity had become a densely settled suburbs between the military bases and the city of Tacoma (Metsker 1960; USGS 1959, 1961).

Table 2-2 Historic period maps and plats that include the AI

Title	Reference	Description
Township No. 19 North, Range No. 2 E. Willamette Meridian	USSG 1871	AI: donation land claim of A. J. Knicht (Claim No. 47); two unidentified roads; telegraph line Research Radius: property of Willis Boatman; unidentified creek (present-day Ponce de Leon Creek); several unidentified roads
T. 19 N. R. 2 E. W.M.	USSG 1882	AI: donation land claims of A. J. Knicht (Claim No. 47), and Geo. Gibbs (Claim No. 48) Research Radius: None
Township 19 North, Range 2 East	Plummer 1889	AI: donation land claims of A. J. Knicht (Claim No. 47) and Geo. Gibbs (Claim No. 48); properties of [illegible] Mason, S. S. Dexter, Willis Boatman, B. P. Rigr[not legible], and T. L[illegible]; NPRR; several unidentified roads Research Radius: properties of T[illegible] Ward, John Rig[illegible], and [illegible] Kennedy; several unidentified roads
Tacoma. Washington 1:125,000, topographic quadrangles	USGS 1897	AI: Clover Creek; NPRR; several unidentified roads Research Radius: town of Lakeview; several unidentified roads; several unidentified structures
Anderson Island. Washington 1:62,500, topographic quadrangles	USGS 1940	AI: Clover Creek; community of Clover Park; Pacific Highway (4 Lanes); Great Northern/NPRR; two transmission lines; numerous unidentified roads Research Radius: Lake Drive; Nyanza Road; Gravelly Road; numerous unidentified structures; unidentified dirt road
Tacoma South. Washington 1:62,500, topographic quadrangles	USGS 1941	AI: Clover Creek; community of Lakeview; Pacific Highway; Great Northern/NPRR; numerous unidentified roads; numerous unidentified structures Research Radius: numerous unidentified structures; several unidentified roads

Table 2-2 Historic period maps and plats that include the AI

Title	Reference	Description
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1948	AI: Clover Creek; community of Clover Park; NPRR; numerous unidentified structures; numerous unidentified roads Research Radius: McChord Air Force Base; Porter Woods; Porter Hills; Milburn Lake; Nelson Hill; Race Track; Clover Park High School; Atwood Marsh; Gravel Pit; numerous unidentified structures; numerous unidentified roads
Township 19 N., Range 2 E. W.M.	Metsker 1951	AI: Clover Creek; community of Clover Park; NPRR; numerous identified roads; numerous identified properties Research Radius: communities of Lakeview, Dekoven, and Ponders Corner; McChord Field U.S. Army Airport; numerous identified streets; numerous identified properties
Steilacoom. Washington 1:24,000, topographic quadrangles	USGS 1959	AI: Clover Creek; NPRR; Old Pacific Highway; numerous identified and unidentified roads; several unidentified structures Research Radius: McChord Air Force Base; Porter Woods; Porter Hills; Milburn Lake; Clover Park High School; Gravel Pit; numerous identified and unidentified roads; several unidentified structures
Township 19 N., Range 2 E. W.M. Northeast Quarter	Metsker 1960	AI: Clover Creek; community of Ponders Corner; State Highway No. 1/U.S. Highway No. 99/Pacific Highway; Interstate 5; numerous identified and unidentified streets; numerous identified properties Research Radius: McChord Air Force Base; community of Ponders Corner; Lake Milburn; St. Francis Cabrini Catholic Church; Clover Park High School; Lakeview School; numerous unidentified streets; numerous unidentified properties

Table 2-2 Historic period maps and plats that include the AI

Title	Reference	Description
Tacoma South. Washington 1:24,000, topographic quadrangles	USGS 1961	AI: Clover Creek; community of Lakeview; Great Northern/Union Pacific/NPRR; South Tacoma Way; State Highway 1/U.S. Highway 99/U.S. Highway 410/Interstate 5; numerous unidentified streets; numerous identified properties Research Radius: McChord Air Force Base; Substation; Tanks; Lake Street; numerous unidentified streets; numerous unidentified properties

2.2.5 Historic Register Properties

There is one building listed in the NRHP, the WHR, and the LLR within 0.25 mi of the AI. The Boatman–Ainsworth House (45PI119) is located at the intersection of 112th St. SW and Cloverdale Ct. SW, less than 0.1 mi south of the AI's northwest corner. Originally constructed as a two-room cabin by one of Pierce County's earliest white settlers, Willis Boatman, between 1858 and 1861, the house was expanded upon in the late 1860s or early 1870s before passing into the ownership of Captain John Ainsworth of the Oregon Steam Navigation Company from 1878 to 1899. It was further expanded again in 1940, although it retains its nineteenth-century core and represents one of the earliest surviving frame houses in western Washington (Lentz and Gunter 1980).

One additional resource, the McChord Air Force Base Water Tower, was assessed as eligible for listing in the NRHP by DAHP in 2018. The water tower, located near the north end of JBLM approximately 0.2 mi east of the AI, was constructed in 1955 and is eligible for its associations with the development of McChord Air Force Base (DAHP 2023a).

2.2.6 DAHP Predictive Model

The DAHP has generated a predictive model for the likelihood of encountering archaeological sites based on statewide information and large-scale factors. Information on geology, soils, site types, landforms, and features depicted on the GLO maps were used to establish or predict probabilities for archaeological resources throughout the state. The DAHP model uses five categories of prediction: Low Risk, Moderately Low Risk, Moderate Risk, High Risk, and Very High Risk. The DAHP predictive model map indicates that the AI is generally predicted to be of Moderately Low to Moderate risk for the identification of archaeological sites. Portions of the AI along Clover Creek, including at the intersection of 112th Street SW and Gravelly Lake Drive SW; along Bridgeport Way SW between San Francisco Avenue SW and 123rd Street SW; and along 47th Avenue SW between 127th Street SW and 49th Avenue SW are predicted to be of High Risk for the identification of archaeological sites, as is a portion of the AI near the intersection of McChord Drive SW and Lincoln Avenue SW (Figure 3-1).

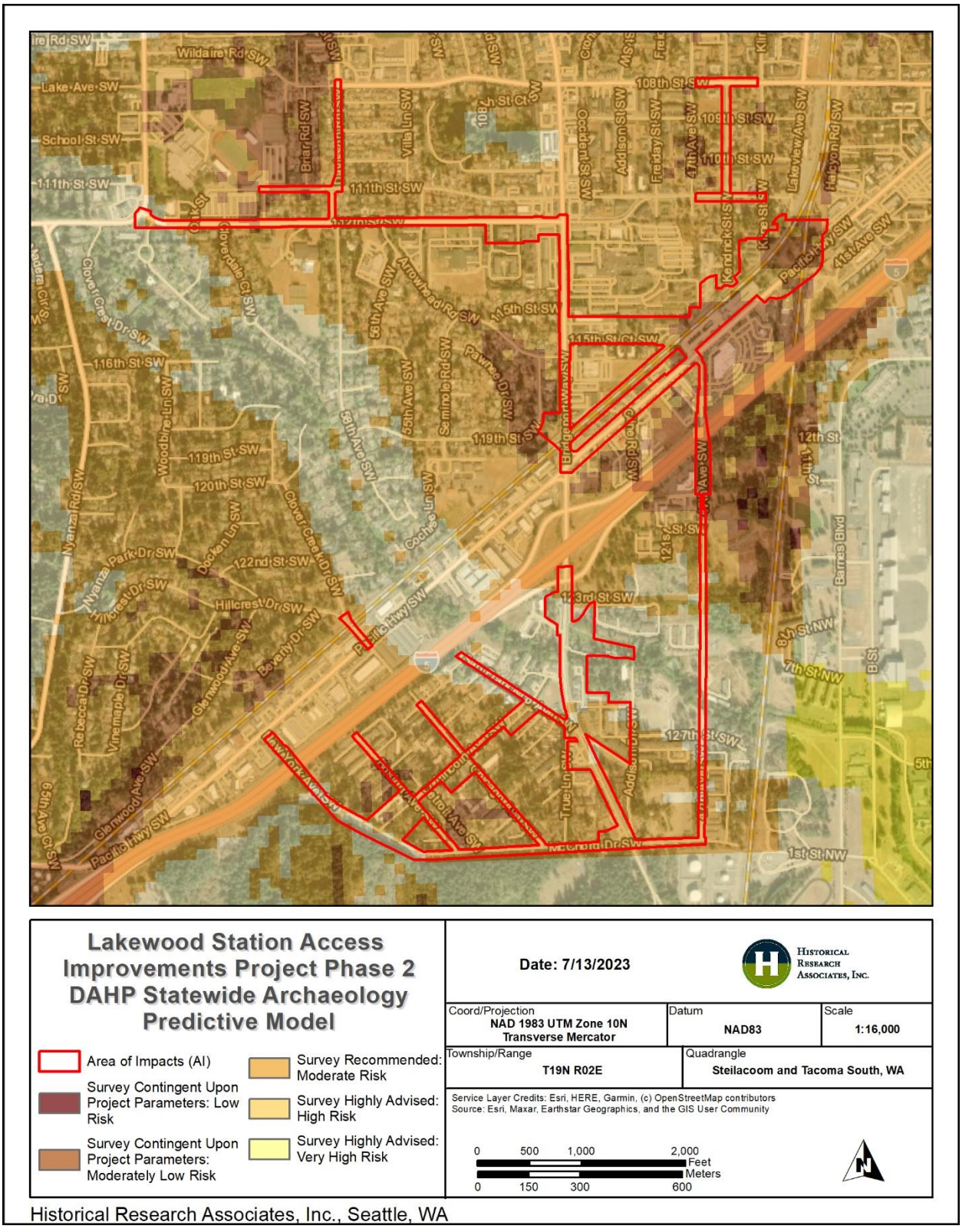

Lakewood Station Access Improvements Project Phase 2
DAHP Statewide Archaeology Predictive Model
Area of Impacts (AI)
Survey Contingent Upon Project Parameters: Low Risk
Survey Contingent Upon Project Parameters: Moderately Low Risk
Survey Recommended: Moderate Risk
Survey Highly Advised: High Risk
Survey Highly Advised: Very High Risk
Date: 7/13/2023
Historical Research Associates, Inc.
Coord/Projection
NAD 1983 UTM Zone 10N
Transverse Mercator
Datum
NAD83
Scale
1:16,000
Township/Range
T19N R02E
Quadrangle
Steilacoom and Tacoma South, WA
Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community
0 500 1,000 2,000 Feet
0 150 300 600 Meters
Historical Research Associates, Inc., Seattle, WA

Figure 3-1 AI overlaid on DAHP statewide archaeological sensitivity predictive model.

3 ENVIRONMENTAL CONTEXT

Environmental variables, such as geology, climate, topography, fauna, and flora, affect the way humans use the landscape. The information below presents the resources that would have been available to precontact- and ethnographic-period groups inhabiting, seasonally frequenting, and traversing the AI and surrounding vicinity.

3.1 Topography and Geology

The AI is situated in a well-developed urban area in the city of Lakewood in Pierce County, Washington. It lies within the northern half of the Puget Trough Physiographic Province of western Washington. The north–south trough of the Puget Lowland separates the Olympic Mountains to the west from the Cascade Range to the east. This lowland region was carved out by glacial activity during the final period of Pleistocene glaciation of western Washington (the Vashon Stade) (Franklin and Dyrness 1973:17). As the glaciers retreated at the end of the Pleistocene, the coastal and adjacent lowlands experienced isostatic rebound and were extensively colonized by new plant and animal communities.

The surface geology in the vicinity of the AI consists of Pleistocene glacial outwash gravels described as “recessional and proglacial, stratified pebble, cobble, and boulder gravel deposited in meltwater streams and their deltas; locally contains ice-contact deposits” (Washington State Department of Natural Resources [WSDNR] 2023). The soils within the AI are almost entirely classified as Spanaway gravelly sandy loam, with Spana loam present along Clover Creek. The U.S. Department of Agriculture (USDA) specifies that a typical soil profile of Spanaway gravelly sandy loam is characterized by gravelly medial sandy loam from 0 to 14 inches below ground surface, very gravelly medial sandy loam from 14 to 18 inches below ground surface, and extremely gravelly sand from 18 to 60 inches below ground surface. These soils are somewhat excessively drained, with a water table at more than 80 inches below ground surface. A typical soil profile of Spana loam is characterized by medial loam from 0 to 24 inches below ground surface, gravelly medial loam from 24 to 29 inches below ground surface, and extremely gravelly loamy sand from (USDA Soil Survey 2023).

3.2 Climate and Vegetation

Significant regional climatic shifts occurred throughout the Puget Sound region between the end of the Pleistocene and approximately 7,000 years ago, resulting in a climate that was warmer and wetter than at present (Whitlock 1992). During this period, much of the western Washington landscape would have been dominated by mosaic-forest parkland. Further climatic changes between approximately 6,000 and 5,000 years ago produced a cooler, moister climate in which the present-day closed-canopy forest environment of the Puget Sound emerged. The current regional climate is characterized by cool summers and mild, relatively wet winters (Suttles 1990:17; Whitlock 1992).

The AI is located within a *Tsuga heterophylla*, or Western Hemlock, vegetation zone. The dominant climax species in this zone include Douglas-fir (*Pseudotsuga meniesii*), western hemlock (*Tsuga heterophylla*), and western red cedar (*Thuja plicata*), with red alder (*Alnus rubra*) and big-leaf maple (*Acer macrophyllum*) dominating in disturbed areas (Franklin and Dyrness 1973:72). Understory species commonly found in the forested areas of this zone include vine maple (*Acer circinatum*), Pacific rhododendron (*Rhododendron macrophyllum*),

oceanspray (*Holodiscus discolor*), western yew (*Taxus brevifolia*), Pacific dogwood (*Cornus nuttallii*), red huckleberry (*Vaccinium parvifolium*), Oregon grape (*Mahonia nervosa*), salal (*Gaultheria shallon*), trailing blackberry (*Rubus ursinus*), devil's club (*Oplopanax horridus*), and creeping snowberry (*Gaultheria hispidula*) (Franklin and Dyrness 1973).

The AI is presently located within a well-developed urban commercial and neighborhood setting. It is primarily characterized by paved ROW, as well as grass- and shrub-covered road shoulders. The AI also includes a vacant, partially vegetated lot northeast of Sound Transit's Lakewood Station parking garage and an adjacent landscaped area situated between the lot and the access road to the station. Low-growing vegetation observed within the vacant lot includes grass and various non-native weeds including Scotch broom (*Cytisus scoparius*), particularly across its eastern half. Trees present within the lot include recently planted Pacific madrone (*Arbutus menziesii*) and western white pine (*Pinus monticola*), as well as Douglas-fir and Oregon white oak, also known as Gerry oak (*Quercus garryana*).

3.3 Fauna

Historically-common animal species in the vicinity of the AI included black-tailed deer (*Odocoileus hemionus*), elk (*Cervus elaphus*), black bear (*Ursus americanus*), cougar (*Felis concolor*), bobcat (*Felis rufus*), coyote (*Canis latrans*), red fox (*Vulpes vulpes*), fisher (*Mustela* sp.), marten (*Mustela* sp.), muskrat (*Ondatra zibethica*), beaver (*Castor canadensis*), bald eagle (*Haliaeetus leucocephalus*), and a variety of owls, ducks, and small song birds. Large mammals had fairly extensive ranges and were more common in upland areas. Riverine and wetland habitats typically support a specialized but diverse array of fauna that includes raccoon (*Procyon lotor*), river otter (*Lutra canadensis*), beaver, and a variety of migratory waterfowl and woodland birds (Eder 2002; Kruckeberg 1991; Larrison 1967).

Within the AI, eastern gray squirrel (*Sciurus carolinensis*), crows (*Corvus brachyrhynchos*), and various songbirds were observed during the fieldwork.

4 CULTURAL CONTEXT

This section provides an overview of human occupation over the past 14,500 years in North America, and more specifically, in the Pacific Northwest. Understanding how humans interacted with the landscape helps archaeologists determine the probability of cultural deposits and provides a framework for expectation of archaeological materials.

4.1 Precontact Background

Based upon current scientific understandings of the archaeological record, the earliest human occupations in the Pacific Northwest were characterized by highly mobile bands of broad-spectrum foragers. The widespread Clovis culture, the first well-defined cultural complex in North America, has been dated to between 12,800 and 13,200 calibrated years before present (cal. B.P.) (Ames and Maschner 1999:65–66; Kirk and Daugherty 2007:13). Recent research suggests that large-stemmed projectile points (i.e., Western Stemmed complex) may have been produced by populations predating Clovis (e.g., Jenkins et al. 2012). Such points have been identified at the Cooper's Ferry site in western Idaho, which has been dated to between 16,560 and 15,280 cal. B.P. (Davis et al. 2019). These early Paleoindian cultures consisted of small,

nomadic bands that specialized in hunting a variety of small- to large-sized game animals, including megafauna that went extinct across North America at the end of the Pleistocene (e.g., woolly mammoth [*Mammuthus primigenius*], mastodon [*Mammut americanum*], ancient bison [*Bison antiquus*]) (Kirk and Daugherty 2007:13).

In western Washington, examples from this period include the Manis Mastodon Site (45CA218) and the Bear Creek Site (45KI839). At the Manis Site, located approximately 68 mi northwest of the AI near Sequim, a human-made bone point was found lodged in the ribs of a mastodon. Encountered within a peat bog, these remains provided clear evidence of early large-game hunting in the region (Waters et al. 2011). At the Bear Creek Site, located approximately 39 mi northeast of the AI in Redmond, a diverse stone tool assemblage was found dating to between approximately 12,500 and 10,000 cal. B.P. (Kopperl et al. 2015). This site appears to have been occupied for several thousand years and contained evidence of the procurement and processing of plant, mammal, and fish resources. Across other parts of Washington State, Western Stemmed and Clovis projectile points have also been found dating to this period (Beck and Jones 2010).

Following the Clovis period, early and middle Archaic populations across western Washington produced large, willow leaf-shaped ("Olcott" phase) projectile points, in addition to lanceolate points and scrapers (Ames and Maschner 1999; Kopperl et al. 2016:116; Nelson 1990:483). Similar projectile points have been found in sites from the Fraser River Valley in British Columbia down to the margins of the Columbia River, indicating the wide dispersal of related groups across the broader Northwest Coast during this period. Sites containing Olcott material are most commonly documented well inland from the coast along rivers, suggesting that these populations were likely still subsisting largely upon terrestrial plant and animal resources and had not yet developed the extensive reliance upon littoral food resources observed among later Coast Salish peoples (Kopperl et al. 2016:116; Nelson 1990:483).

Between approximately 6400 and 2500 cal. B.P., there was a gradual shift across the Northwest Coast to an increasingly heavy reliance on marine and riverine resources for subsistence. This shift was coincident with a general trend toward increasing sedentism as more sites were settled along river courses, estuaries, and productive marine environments (Ames and Maschner 1999:93–94; Nelson 1990:483). During this period, which has been subdivided into the Early Pacific (6400–3700 cal. B.P.) and Middle Pacific (3700–2400 cal. B.P.), settlements began to be occupied on a seasonal basis. Larger, denser artifact concentrations have been identified within Early and Middle Pacific period sites, and deep shell middens have been dated to as early as 5,200 years ago (Larson and Lewarch 1995; Mierendorf 1986:57; Wessen 1988). It was during this time that coastal and neighboring inland communities developed their complex suites of lithic, bone, and antler tool technologies suited for marine mammal hunting, riverine fishing, and the further exploitation of terrestrial plant and animal resources (Ames and Maschner 1999:93–95; Blukis Onat et al. 1980:29–30; Kopperl et al. 2016:117–118). Early evidence of the use of marine littoral resources in the region, primarily shellfish, was encountered at the Dupont Southwest Site (45PI72), located approximately 8 mi southwest of the AI. Shell lenses, stone tools, and other faunal materials consistent with the use of the site for shellfish processing were encountered in deposits dating up to 6180 to 5930 cal. B.P. (Kopperl et al. 2016; Wessen 1988).

Along with steady population growth and increasingly intensive resource utilization across the broader Northwest Coast, Late Pacific (2400–200 cal. B.P.) precontact archaeological sites in the region demonstrate the emergence of status differentiation and complex social hierarchies

(Ames and Maschner 1999:95–96). Increased reliance on stored foods and controlled access to resources, including salmon and shellfish, also developed during this period. By this time, the general ethnographic pattern observed along the Northwest Coast had become well-developed, although these societies saw increasingly dramatic changes due to the arrival of Euroamerican explorers, traders, and settlers beginning in the late 1700s (Ames and Maschner 1999:95–96, 112; Kopperl et al. 2016:118–120).

A number of shell midden sites dating to the past several thousand years have been recorded in and around the Puget Sound area. The West Point Sites (45KI428 and 45KI429), located at Discovery Park approximately 35 mi north of the AI, have been interpreted as long-term camping and food-processing activity areas (Larson and Lewarch 1995). Five distinct cultural components indicate use of the sites between 4200 and 200 cal. B.P. These sites included a number of personal items, including beads, bracelets, and labrets, which may be related to developing social inequality in the region (Ames and Maschner 1999). The West Point Sites also yielded a highly diverse tool kit, including bone as well as ground and chipped stone implements used for capturing and processing prey (Larson and Lewarch 1995). Their highly diverse faunal assemblages include sea mammals, fish, terrestrial mammals, birds, and shellfish, indicating exploitation of a number of available niches.

4.2 Ethnographic Background

Section redacted - not intended for the public.

4.3 Historic Background

The Puget Sound region was first explored by Euroamericans in 1792, when Captain George Vancouver claimed land for King George III of Great Britain. The land around the AI was originally claimed by the North West Company (NWC), but in 1821, the British government forced a merger of the NWC and Hudson's Bay Company (HBC) to end a destructive rivalry. HBC absorbed NWC, resulting in the land claim to be held by HBC and their first foray into lands west of the Rocky Mountains (Center for the Study of the Pacific Northwest [CSPN] 2023). Settlement, however, did not begin in earnest until the 1830s, when the HBC established Fort Nisqually for agricultural pursuits at the mouth of the Nisqually River (Becker 2006). By 1838, HBC officials established the Puget's Sound Agricultural Company (PSAC) here, focusing on animal husbandry in the Fort Nisqually vicinity. The PSAC founded a number of satellite stations across its estimated 150,000 acres on the Nisqually Plains. One such station, "Whyatchie" (or Whiatchi), the Native name for Steilacoom Lake, was located on the eastern shore of the lake, which is approximately one mile east of the AI, and consisted of fenced fields and sheep pens. Records indicate that crops grown here around 1845 included peas, cabbage, potatoes, and oats—the usual crops for this vicinity. The Whyatchie station was abandoned by 1852 (Dickey 1994:5).

The establishment of the HBC outpost promoted trade and settlement in the region. Further explorations and fur trading expeditions began in the 1840s and, with the Donation Land Act of 1850, the influx of settlers truly began in the Puget Sound region (Schwantes 1989:95–106). Increasing Euroamerican settlement exposed Native Americans to devastating diseases. By 1853, an estimated 30 to 90 percent of the Native American population were killed by diseases brought by traders and white settlers to the area (Williams 2021).

In 1853, Washington became a territory and was assigned its first governor, Isaac Ingalls Stevens, who arrived in Olympia in November. The following year, Stevens sought a solution to the growing tensions between Euroamericans and Native Americans through treaties which forced Native peoples onto reservations. By the close of 1854, the peoples of the southern Puget Sound, the Nisqually, Puyallup, and others, had signed Steven's Treaty of Medicine Creek (Williams 2021). Local development was subsequently halted by the Indian War in 1855–1856, when Native Americans fought back against being forced onto reservations by attacking settlers (Wilma and Crowley 2003).

Development resumed in the area as the number of settlers grew and Tribal hostilities subsided. As noted earlier, the oldest non-log cabin framed house in the Lakewood area was built in 1859 by Willis Boatman. Originally a hunting cabin, the structure stands south of 112th Street SW, immediately beside the AI. The house was sold to John Ainsworth in 1878, who expanded the house into the structure which exists today. The house was designated a landmark for the city of Lakewood in 2002 and is also listed in the NRHP and WHR (Dunkelberger 2011; Lakewood Historical Society 2016; Lentz and Gunter 1980).

The earliest USSG map for the AI vicinity from 1871 shows one platted property belonging to A. J. Knicht and numerous homesteads already claimed by H. Elder, Willis Boatman, George Gibbs, Moses Warck, and C. Davidson. The map also shows the AI area had a telegraph line already, along with many roads, prairies, ponds, and creeks (USSG 1871).

In 1873, the NPRR made the remarkable decision to use Tacoma as the terminus of its transcontinental railroad, after which it became known as the "City of Destiny." It formed the Tacoma Land Company, which began to buy up 3,000 acres of land, with plans to plat and grow a new city, which it called New Tacoma. That year, NPRR also began construction of their spur between New Tacoma and Kalama on the Columbia River north of Vancouver (Wilma 2005). NPRR's great plans were put on hold almost as soon as they were formed, however, with the Panic of 1873. This banking crisis, the worst of the post-Civil War banking crises, began with European companies selling their American railroad bonds. Many railroads ended up bankrupt by the sudden overabundance of unwanted bonds, including NPRR (U.S. Department of Treasury [USDT] 2023). The financial crisis led to a lack of faith by the construction workers in the company's ability to pay them, leading to a strike. The crew refused to work and set up barricades at Clover Creek, within the central area of the AI, a station then called Skookumville. The crew was convinced by engineer Edward Slade "Skookum" Smith that the tracks must reach the western terminus during the time limitation set by the U.S. government. Construction resumed, and the terminus was reached on December 16, 1873. The first train arrived at the designated point a scant 24 hours before the expiration of the charter. The Skookumville station was renamed Lakeview (Lakewood Historical Society 2023).

The city of Lakewood took shape on an earlier townsite platted as Lakeview, named for the new NPRR station (Phillips 1971:75). The section of railroad running through the AI is referred to as the Fifth Pacific Subdivision, and runs from the NPRR Lakeview station 15 miles south to Yelm. This section was part of the original Seattle to Portland main line prior to the tracks south of Yelm being abandoned (Reanier 2000).

The arrival of the NPRR stimulated additional railroad construction, economic development, and population growth in the Puget Sound region. An 1882 GLO map shows additional plats just east of the AI. George Gibbs' homestead has been converted to a claim, and there are new

claims by L. J. Keach, James H. Minson, and Murty Fahy (USSG 1882). An 1889 map of Pierce County shows Lakeview—about 7 mi south of Tacoma—at an important crossroad between the Union Pacific and NPRR lines and additional land claims in the area, including P. B. Mason, W. P. Dougherty to the north, and the conversion of Boatman's homestead to a land claim (Plummer 1889). One of the major north–south roads also passed through Lakeview, including the AI, which later became the route of the Pacific Highway that ran from Vancouver to Blaine (Pierce County Immigration Association 1897).

Despite the early boom in development of the town plat, railroad station, thoroughfare, and homesteads, the area around Lakeview was slow to develop. Lakeview was too far from Tacoma to count as an early suburb, but the area once known as "the prairie" began to attract residential developers and wealthy Tacoma residents looking to build estates outside of the city in the early twentieth century (Dunkelberger and Neary 2005:43–44). The Tacoma Country Club and Golf Club were established in 1894 less than a mile southwest of the AI in an effort to attract wealthy settlers and visitors. It was the first golf club west of the Mississippi and featured a trolley to shuttle passengers between the club and Tacoma. Farms around the three lakes just west of the AI were replaced with summer homes and luxurious estates, leading to the nickname "the Lakes District". Numerous lake-based recreational businesses sprung up in the following decades to expand the entertainment available in the Lakes District (Lakewood Historical Society 2023). In 1902 the Puget Sound Electric Railway began service replacing the trolley from Tacoma to the Lakes District (Crowley 2000; Puget Sound Electric Railway [PSER] 1912).

In 1910, the Tallman-Thompson Company, a real estate firm, advertised residential lots in a development called "Lakewood," later adopted as the incorporated city's name (Dunkelberger and Neary 2005:40). A photograph of the area in 1920 near the AI shows a largely rural setting (Tacoma Public Library [TPL] 1920a). Operating from 1912 until 1922 in what is today northeastern Lakewood, the Tacoma Speedway was widely considered one of the top automobile racing venues in the United States during its brief history (Dunkelberger 2004).

By the 1920s, the use of automobiles and trucks had overtaken rail for transportation of goods and people. The increased need for paved roads in the 1910s prompted the long process of paving the Pacific Highway. The process began in 1915 and was completed in 1923, redubbing the route Highway 99 in 1926. The portion through the AI was paved in 1918 (Dorpat and McCoy 1988).

Although over 40,000 fans turned out in 1920 to watch the 225 mi classic at the Tacoma Speedway, the biggest car race in Tacoma's history, just two years later, financial problems closed the track in 1922 (TPL 1920b). The site was soon converted to an airfield less than a mile northeast of the AI, then known as the Mueller Harkins Airport after the owners, Rudy Mueller and Leo Harkins. They began the area's first air service, with airmail starting in 1926, then regular service in 1927, with a crowd of 2,500 onlookers cheering the first Pacific Air Transport Co. plane's arrival (Dunkelberger 2004). The airfield was considered one of the finest private fields in the Northwest and was noted as a training ground for the Civilian Pilot Training Program (1939–1944), a federal program following a European model to increase the number of civilian pilots and military preparedness. According to the TPL's Image Archives, the program also provided new opportunities in aviation for women and African Americans (TPL 1939).

In the later years of the Great Depression, Lakewood began to add some of the foundations of future growth and community identity. An Army Airfield was established on the prairie in 1930,

called Tacoma Field. Ten years later in 1940, the airfield was renamed McChord Field in honor of a former chief of the Army Air Corps Headquarters, Colonel William Caldwell McChord (MilitaryBases.com 2023).

In 1937, one of the nation's early shopping malls was built immediately north of the AI (Dumond 2013). Land use in the immediate project area remained relatively unchanged during the 1930s, except for the rerouting of the Pacific Highway, which formerly ran parallel to the NPRR tracks to the roadway now known as South Tacoma Way. The retired section of the old Pacific Highway was renamed Lakeview Avenue Southwest (PacificHighway.net 2023).

During World War II, the Navy acquired the Mueller-Harkins Airport and built the Pacific Advance Naval Base in Lakewood, more familiarly known as the Lakewood Navy Yard, on the property (TPL 1950). Construction of the naval yard did not begin until 1944. The Navy yard occupies a large property west of the NPRR tracks between Steilacoom Boulevard and 100th Street Southwest, half a mile north of the AI. Some homes and commercial structures appear to the east. Residential neighborhoods fill the land south of 100th Street Southwest, many homes built to meet the post-war population boom in the Pacific Northwest. One 1952 Lakewood development by March Construction Company, Lakeview Village, offered affordable two-bedroom homes in a World War II-era Cottage Style built in vast numbers across the nation (DAHP 2023a).

The Navy Yard was also undergoing change. After only seven years of service, the Navy began to phase out operations at the Lakewood Yard in 1951. Several buildings were taken over by the Clover Park Vocational-Technical Institute, which by 1961 occupied all of the former Navy buildings (Clover Park Technical College 2013). The school eventually redeveloped the site, but some Navy buildings and the former Mueller Harkins Airport hangar still stand as markers of the site's earlier history. In contrast, the NPRR's historic Lakeview Station, located on the west side of the NPRR tracks between Pacific Street Southwest and Hayden Street, was torn down at some point after it ceased operations in 1967 (Ferris 2012). One of the stations built during the initial construction of the Prairie Line, Lakeview Station, had occupied the site for nearly a century. The station was associated with the expulsion of the Chinese from Tacoma in 1885, when a mob rounded up the city's Chinese residents and marched them to Lakeview Station for a one-way trip south out of Tacoma. Ironically, many of the Chinese swept from the city had helped build the railroad just 12 years earlier. (Dunkelberger and Neary 2005:100).

Other major developments in the AI during the 1950s and 1960s include the conversion of horse training grounds and other mostly undeveloped properties west of Bridgeport Way and north of Pacific Highway into housing, and the completion of the Tacoma segment of I-5 in 1960 (Dougherty 2010; Kroll 1951, 1960). By the next decade, the area around the AI had acquired much of its current character: a mixed-use zone that combined residences, schools, parks, an industrial park, and commercial structures. Warehouses are prevalent in the area. Ownership of the NPRR tracks through Lakewood passed to a new company formed by the merger of several railroad companies, the Burlington Northern and Santa Fe (BNSF), in 1995 (BNSF 2013:3). Incorporation of Lakewood as its own city came in 1996. It is now the second largest city in Pierce County (Lakewood Historical Society 2023).

Lakewood's twentieth-century development occurred alongside growing military activity in the region. The city is located near JBLM, the result of a 2010 merger between the Army's Fort Lewis and McChord Air Force Base. According to the U.S. Army, the base "supports more than 40,000 service members, including active duty, National Guard, and reserve members,

approximately 14,000 full-time civilian employees—including Department of Defense contractors and other civilian employees—and more than 90,000 family members, veterans, and retirees" (U.S. Army 2023). The base has shipped troops to the Korean, Vietnam, Persian Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

5 ARCHAEOLOGICAL EXPECTATIONS

HRA developed probabilities for encountering precontact and historic-period archaeological resources within the AI prior to the fieldwork. Probabilities were based on a review of the background research (Section 2), the environmental context (Section 3), and the cultural context (Section 4). This expectation assisted with the development of archaeological survey methods and the treatment of cultural materials, if they were encountered.

HRA expected a low likelihood of encountering precontact archaeological resources within the AI. Although the AI is within 7 mi of several ethnographically recorded Nisqually and Steilacoom village sites along Sequalitchew Creek, Chambers Creek, and Clover Creek, the DAHP predictive model indicates a generally Moderately Low to Moderate risk for the identification of archaeological resources within the AI. The surface geology of the AI is predominantly classified as Pleistocene glacial outwash gravels. Such deposits have little to no potential to contain deeply buried archaeological resources. While Quaternary stream deposits (i.e., Spana loam) are present in small portions of the AI where it crosses Clover Creek, the terrain within the AI in these areas has been disturbed by historic and modern road construction and utility installation activities. Virtually all of the remaining terrain within the AI has likewise been heavily modified through extensive urban infrastructural development, greatly reducing the likelihood that intact precontact archaeological deposits remain. Precontact archaeological resources within the AI could include lithic, bone, and shell artifacts, as well as features such as hearths (e.g., fire-modified rock, charcoal, burnt earth) and shell middens (dense layers of shell, organic-rich soil, and associated artifacts).

HRA expected a moderately low likelihood of encountering historic-period archaeological resources within the AI. Historic-period maps depicting the project area indicate that roads were being constructed across the AI by the end of the nineteenth century, and that residential and military development of the area was well underway by the mid-twentieth century. The remains of domestic or farming activities may be present within the AI, although any such archaeological resources would likely have been disturbed by road construction, utility installation, and other urban development efforts. While a portion of one historic-period archaeological site, 45PI767 (Old Pacific Highway/Lakeview Avenue), was previously identified within the AI in the vacant lot northeast of the Lakewood Station parking garage, aerial imagery indicated that this portion of the site was likely removed after its archaeological documentation (see Section 2.2.2).

6 FIELD STRATEGY AND METHODS

6.1 Archaeological Reconnaissance, Pedestrian Survey, and Utility Locates

HRA conducted an archaeological reconnaissance of the paved portions of the AI by car and an archaeological pedestrian survey of unpaved areas within the AI on March 6, 2023. Archaeologists walked in pedestrian transects spaced at 20-meter intervals within the footprint of project improvement D8.B (Northeast Surface Parking C; see Appendixes A and B) and along a single transect in other unpaved roadside portions of the AI in which ground-disturbing activities will occur. During the pedestrian survey, archaeologists marked areas suitable for shovel probing. Suitability for shovel probing was based on factors such as the slope of the local terrain and accessibility, as well as the presence of gravel or pavement and utilities at ground surface. Archaeologists took photographs using a digital camera to document notable features within the AI.

The State of Washington requires that consultants/contractors call for utility locates prior to conducting ground-disturbing fieldwork that includes disturbance over 1 foot below the surface (RCW 19.122). Only one portion of the AI within the footprint of project improvement D8.B (Northeast Surface Parking C; see Appendixes A and B) was determined to be suitable for subsurface survey and was marked for utility locates. The vacant lot comprising most of the footprint of project improvement D8.B is located to the northeast of the Lakewood Station parking garage. HRA submitted a utility locate request (ticket number 23081353) for this portion of the AI on March 8, 2023, providing the locate services with documentation in the form of a map and accompanying text description to complete the survey and determine whether utilities have been installed within it.

6.2 Subsurface Survey

HRA excavated shovel probes (SPs) to further assess the presence or absence of buried cultural materials. Individual SP locations were assigned at the discretion of the field director based on the Project's design, topographic circumstances, and other field observations. SPs measured 30–40 centimeters in diameter and were terminated when they reached a depth of one meter, if possible, or to undisturbed glacial materials unless impeded by natural blockages such as large roots or impassable boulders. Following the guidelines for excavating in the vicinity of buried utilities, no SPs were excavated within 3 feet of a marked buried utility. HRA archaeologists screened excavated sediment through ¼-inch hardware cloth and documented the sediment observed in each SP on standard HRA SP forms. Observations included but were not limited to color, sediment grain size, presence of gravels, evidence of disturbance, and presence of cultural materials. The archaeologists backfilled the SP holes upon completion of documentation and noted their locations using an Apple iPad and paired Trimble R1 GNSS Receiver.

6.3 Built-Environment Survey and Inventory

A built-environment survey and inventory for the Project was undertaken to identify and document historic-period, built-environment resources in the AI through field survey. Historic-period, built-environment resources are identified as those 45 years old or older, i.e., those constructed in or before 1978.

To identify resources that required field survey, HRA researched the dates of construction for all built-environment resources within the AI via Pierce County Assessor's records, maps, and aerials. HRA then reviewed the WISAARD database to determine which resources 45 years old or older had already been evaluated and determined NRHP-eligible, not eligible, or listed. Those surveyed and evaluated within the last ten years were excluded from field survey, as recordation was considered complete and up to date, as per the Washington State Standards for Cultural Resources Reporting (DAHP 2022).

An architectural historian meeting the Secretary of the Interior's professional qualifications for architectural history conducted the field survey from the public ROW. Documentation included the collection of digital photographs and field notes identifying architectural style, materials, workmanship, modifications, and condition, as well as any additional details relevant to the assessment of integrity and eligibility.

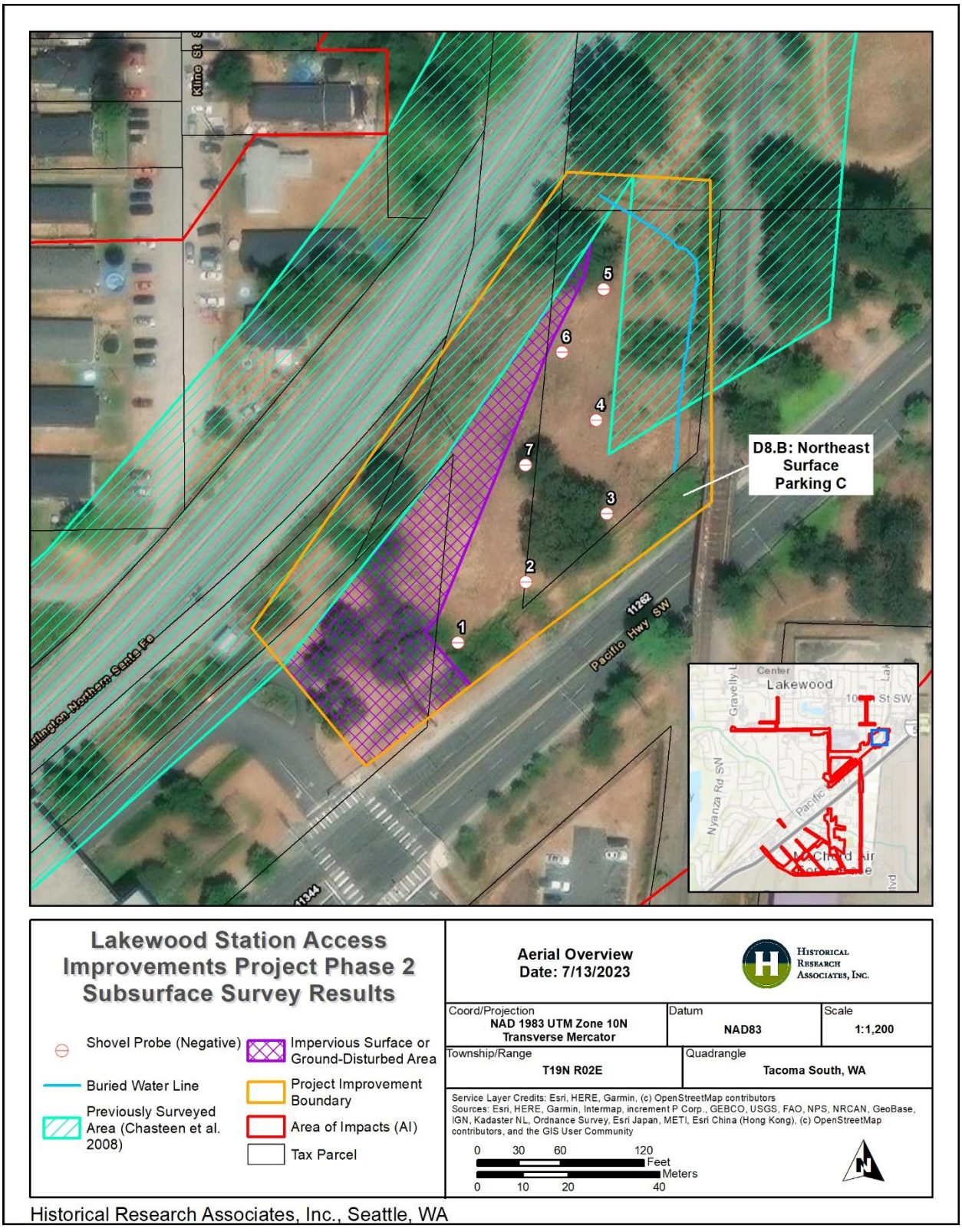
7 ARCHAEOLOGICAL SURVEY RESULTS

On March 6, 2023, HRA archaeologists Matthew Warren, PhD, and Cecelia Wolman, MA, completed the archaeological reconnaissance, pedestrian survey, and utility locate marking within the AI. On March 16, 2023, Warren, Wolman, and Taylor Smith, BA, completed the subsurface survey within the AI. The archaeologists observed no precontact or historic-period cultural material during the pedestrian and subsurface surveys.

7.1 Archaeological Reconnaissance, Pedestrian Survey, and Utility Locates

HRA archaeologists conducted a reconnaissance of the paved portions of the AI by car and a pedestrian survey of unpaved portions of the AI, assessing the suitability of all project improvement locations for subsurface survey. The weather was partly cloudy. Ground-surface visibility was extremely low throughout the AI, due to its paved and vegetated roadside settings. Overall, the terrain within the AI has been heavily modified by modern urban and suburban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for the largely grass-covered vacant lot within the footprint of project improvement D8.B (Figure 7-1). A Lakewood Water District utility locator marked an underground water main within the portion of the project improvement D8.B footprint targeted for subsurface survey (Figure 7-2).

Figure 7-1 Overview of the vacant lot within the project improvement D8.B footprint



Historical Research Associates, Inc., Seattle, WA

Figure 7-2 Subsurface survey results

The archaeologists did not observe any archaeological resources during the reconnaissance of the AI. They revisited a section of one previously documented archaeological site, 45PI767 (Old Pacific Highway/Lakeview Avenue), during the pedestrian survey. Aerial imagery examined during the archival research for the Project indicated that the section of the site within the AI was likely to have been completely removed during previous clearing and grading activities that occurred between 2005 and 2008. This was confirmed during the pedestrian survey of the vacant lot northeast of the Lakewood Station parking garage, during which no material remains of the site could be identified. The updated site record is located in Appendix C.

7.2 Subsurface Survey

HRA excavated seven SPs within the project improvement D8.B portion of the AI (see Figure 7-2; Appendix E). The sediments observed in the SPs were inconsistent with each other, likely indicating the previous ground-disturbing activities that had occurred across the vacant lot that comprises most of the project improvement D8.B footprint. In five of the SPs (SPs 2, 3, 4, 6, and 7) soils appeared relatively intact, with organically enriched sandy silt overlaying gravelly sands and silts. These shovel probes were terminated in intact glacially deposited gravelly sand with very little organic content (Figure 7-3). Disturbed native sediments or fill were identified within the other two SPs (SPs 1 and 5). No other areas were suitable for subsurface survey.

Figure 7-3 Extent of SP 3 showing typical soils

Small quantities of modern or temporally nondiagnostic debris, including amber, green, and colorless glass shards, half of a golf ball, and several pieces of concrete were observed within two of the SPs (SPs 5 and 6). No precontact or historic-period cultural materials were observed during the subsurface survey.

8 BUILT-ENVIRONMENT INVENTORY RESULTS

HRA identified 18 built-environment resources constructed in 1978 or earlier that required survey and inventory (Table 8-1; Appendix F). HRA's research results, as indicated below, are recorded in HPIs in DAHP's WISAARD database (Appendix G).

Table 8-1 Surveyed built-environment resources within the AI

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
1	0219111042	730662	5202 112th Street SW	Multi-family Residence	1963	Recommended Not Eligible for City, State, or National Registers
2	0219111018	730665	11202-11208 Bridgeport Way SW	Commercial	1964	Recommended Not Eligible for City, State, or National Registers
3	0219122139	730664	4400 Lakeview Avenue SW	Multi-family Residence	1928	Recommended Not Eligible for City, State, or National Registers
4	0219122142	730666	11213-11221 Kline Street SW	Multi-family Residence	1945–1955	Recommended Not Eligible for City, State, or National Registers
5	0219122150		11216- 11230 Kline Street SW	Multi-family Residence	1945–1957	Recommended Not Eligible for City, State, or National Registers
6	0219122167	730667	4610 113th Street SW	Industrial	1955–2007	Recommended Not Eligible for City, State, or National Registers
7	2650000050	154009	4801 115th Street Court SW	Multi-family Residence	1962	Recommended Not Eligible for City, State, or National Registers
8	2650000030	153976	4815 115th Street Court SW	Multi-family Residence	1963	Recommended Not Eligible for City, State, or National Registers
9	2650000020	153974	4901 115th Street Court SW	Multi-family Residence	1962	Recommended Not Eligible for City, State, or National Registers
10	0219122065	730670	11509 Bridgeport Way SW	Utility	1968–2002	Recommended Not Eligible for City, State, or National Registers
11	5125200050	148065	11803 Tomahawk Road SW	Residence	1956	Recommended Not Eligible for City, State, or National Registers
12	5125200060	153468	11811 Tomahawk Road SW	Residence	1957	Recommended Not Eligible for City, State, or National Registers
13	0219123054	730671	12413 Bridgeport Way SW	Multi-family Residence	1955–1972	Recommended Not Eligible for City, State, or National Registers
14	0219132044	730672	12928 Bridgeport Way SW	Commercial	1959	Recommended Not Eligible for City, State, or National Registers
15	0219132043	730673	4911 McChord Drive SW	Residence	1944	Recommended Not Eligible for City, State, or National Registers

No.	Parcel No.	WISAARD Property ID	Address	Existing Use	Year Built	Sound Transit's Eligibility Recommendation
16	0219114146	730674	12809 Lincoln Avenue SW	Multi-family Residence	1977	Recommended Not Eligible for City, State, or National Registers
17	0219141045	730675	13020 Lincoln Avenue SW	Multi-family Residence	1964	Recommended Not Eligible for City, State, or National Registers
18	0219141019	730676	5508 Boston Avenue SW	Residence	1951	Recommended Not Eligible for City, State, or National Registers

8.1 5202 112th Street SW

According to the Pierce County Assessor, the apartment complex at 5202 112th Street SW in Lakewood was constructed in 1963 (Pierce County Assessor 2023). The U-shaped building faces east toward a parking lot and additional development. It is one-story tall and shielded by a prow-shaped east-facing screen with signage for "The Tahitian." The building's north and west-facing yards are enclosed by privacy fencing and its central courtyard is obscured by the east-facing screen (Figure 8-1, Figure 8-2, and Figure 8-3).

The building sits on a poured-concrete foundation, is clad in wood sheet or T1-11, and is topped by shallow hip-on-gable roofs with deep eaves and ornamental wood grids in the gable peaks. The complex is entered by concrete walkways flanking the screen. The interior walls are clad in brick veneer, and apartments include either vinyl French doors or wood French doors with divided lights and, in some cases, divided sidelights. Additional windows are picture windows with sliders and air conditioners or one-over-one windows. All are vinyl frame. The interior courtyard is lined with concrete and brick walks and includes a central lawn bordered by ornamental shrubs.

Figure 8-1 5202 112th Street SW, view southwest

Figure 8-2 5202 112th Street SW, view northwest

Figure 8-3 5202 112th Street SW, view west

Integrity

From its period of construction (1963), the garden apartment complex at 5202 112th Street SW retains integrity of location, as it remains on its original parcel. It retains integrity of setting, as it remains in a heavily developed section of Lakewood, adjacent to a nearby commercial corridor. Window replacement has diminished its integrity of design, materials, and workmanship. Survey and the review of aerial imagery suggests the building may have included a designed landscape

in its central courtyard, but the courtyard is now primarily lawn with some plantings, including rhododendron (NETROnline 2023). The apartment building no longer retains integrity of feeling. It continues to perform its original function and retains integrity of association.

Evaluation

The Tahitian was developed as multi-family housing in the 1960s, during a period when Lakewood and other communities along the new route of I-5 added additional residential development, some of which replaced former uses like the horse training grounds to the south of this location. Commercial development also increased along Bridgeport Way SW in the mid-twentieth century, creating an increasingly dense urban fabric in today's Lakewood. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The apartment complex provided some of the many new housing units added to pre-incorporation Lakewood in the 1950s and 1960s, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The Tahitian includes some details referencing Polynesian style, an approach to ornament and design associated with mid-century modernism, although these references are faint and primarily limited to the style of the sign, carved into a privacy screen, and a hipped roofline. The Polynesian or "tiki" style was made popular by everything from GIs returning to the United States with memories of the South Pacific to the depiction of island culture and leisure in American movies (Brogan 2017). With the limitations of the location and climate, the stylistic elements of Polynesian or tiki style are barely discernable at this apartment complex. The building is modest in plan, and alterations to its materials and courtyard have diminished its character. The building is a minimally ornamented example of a Modern garden apartment complex (grouping units around a shared open space) with minimal references to Polynesian style. It does not possess the distinctive characteristics of a particular type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment building at 5202 112th Street SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.2 11202–11208 Bridgeport Way SW

According to the Pierce County Assessor, the commercial building at 11202–11208 Bridgeport Way SW was constructed in 1964 (Pierce County Assessor 2023). The single-story building is rectangular in plan and faces east toward Bridgeport Way SW. It sits on a poured-concrete foundation, is clad in painted brick veneer in running bond, and is topped by a front-gabled roof

with deep eaves extending over covered walks on the south, east, and north elevations. Eaves are supported by simple, round, metal posts (Figure 8-4 and Figure 8-5).

The building's east-facing elevation includes large, aluminum-frame picture windows flanking a smaller central window covered by signage. All windows are associated with the easternmost tenant, identified by signage as "Hoagie's Sub Deli." Above the wide eave is a gable peak with wood vent. The primary entrance is on the south elevation where a glazed, aluminum-frame pedestrian door is paired with an additional aluminum-frame picture window. Along the southern elevation are additional units, each with a glazed aluminum-frame door and aluminum-frame windows of various sizes. The building's west (rear) elevation includes no walkway but three wide, sliding, vinyl-frame windows under a gable peak with wide vent. The building's north elevation also includes pedestrian doors, some solid and some glazed, each paired with a sliding, aluminum-frame window. A large picture window is located near the northeast corner, and mechanical systems are mounted above the northern eave.

Figure 8-4 11202 – 11208 Bridgeport Way SW, view southwest

Figure 8-5 11202 – 11208 Bridgeport Way SW, view northwest

Integrity

From its period of construction (1964), the commercial building at 11202–11208 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel along a commercial corridor. It appears to retain integrity of design, workmanship, feeling, and association, as it continues to provide commercial space and retains many of its original elements, with some small amount of window replacement on the rear elevation that has diminished its integrity of materials.

Evaluation

According to the Tacoma-Pierce County Building Index, the building at 11202–11208 Bridgeport Way was part of the larger Bridgeport Center, addressed as 11226 Bridgeport Way SW. The shopping center comprised this building and another to the south (TPL 2023). The index notes that the development was built by Boyd Lundstrom, a local real estate developer in Tacoma and Lakewood, and Les Rowland. It opened in August 1964. In December 1964, the Community Relations Committee of the Ford Motor Company Dealers of Tacoma presented the builders with an accommodation for their personal investment in the project (*Tacoma News Tribune* 1964; TPL 2023). Early advertisements for the building at 11202–11208 Bridgeport Way associate the address with Washington Medical Clinics for Weight Control (*Seattle Post-Intelligencer* 1979). Today, the building supports office and retail use, and devotes its primary unit to food service.

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce

County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was best known as a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (*Tacoma News Tribune* 1990). While the building was developed by Lundstrom and his partners, research did not reveal that this location holds any significant association with Lundstrom.

The building at 11202–11208 Bridgeport Way SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. Commercial development increased along Bridgeport Way SW, creating an increasingly dense urban fabric in Lakewood. This building is one of many added to the region in the 1950s and 1960s. While it was constructed as part of the larger Bridgeport Center, the remainder of the center (located on a separate parcel outside the AI), has been altered by an addition and window and door replacement and lacks integrity.

Although constructed during a period of growth, it does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The building is a modest commercial block with few character-defining features apart from its arcaded perimeter, a feature common to many mid- and late twentieth-century commercial developments. It does not retain significant signage, associated landscape features like courtyards or plantings, and does not possess significant features of Modern architecture. The building does not possess the distinctive characteristics of a particular type, period, or method of construction or possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district), as no potential district appears to be present. The building does not represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the commercial building at 11202–11208 Bridgeport Way SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.3 4400 Lakeview Avenue SW

According to the Pierce County Assessor, the two-story apartment building at 4400 Lakeview Avenue SW was constructed in 1928 (Pierce County Assessor 2023). However, this appears to be an error as newspaper articles identify this as the location of the Lighthouse Inn's renovated 1925 building as early as 1926 (*Tacoma News Tribune* 1926). The building is irregular in plan with a partial, central second story. A detached garage is located to the rear (south). The building is angled on its lot, aligned to face the railroad tracks and a former leg of Lakeview Avenue SW, which no longer extends to the south. The building sits on a concrete-block foundation, is clad in lapped wood siding, and is topped by a flat roof on the first floor, which is partially crenelated with clay tile eave. The upper story includes an off-center side-gabled roof with scalloped eave. Wood slat fences enclose the immediate yard (Figure 8-6, Figure 8-7 and

Figure 8-8). Earlier photos show how the building as it was in the 1920s (Figure 8-9 and Figure 8-10). The building includes multiple units. The building's facade includes a partial western projection with the entry door and stoop for unit 2 located between two large vinyl-frame picture windows. To the east, the building steps back and includes one pedestrian entry paired with a concrete stoop and vinyl-frame windows. West of unit 2 are additional vinyl-frame picture and sliding windows. Above the first floor, the second floor includes three wood-frame, sliding windows with divided lights in the eastern sashes. The building's east elevation includes vinyl-frame, one-over-one windows and a southern projection. On this elevation, clay tile eaves have been replaced with an eave of boards. Two entry doors are approached by shallow stairs and stoops, one with metal rail and the other with manufactured stone. The building's north elevation includes three additional pedestrian doors, including one on the stepped-back southwest corner, and vinyl-frame windows, including a large picture window with internal grids. The unit at the southwest corner includes no eave. The second floor on this elevation reveals a projection to the rear of the second story roof and a pedestrian door.

The garage is a single rectangular building with six individual garage bays. It is sided in lapped wood siding with some plywood and is topped by a shed roof.

Figure 8-6 4400 Lakeview Avenue SW, view southwest

Figure 8-7 4400 Lakeview Avenue SW, view southwest

Figure 8-8 4400 Lakeview Avenue SW, view southeast

Figure 8-9 4400 Lakeview Avenue SW, view southeast

Figure 8-10 4400 Lakeview Avenue SW, view southeast

Integrity

From its period of construction (ca. 1925), the apartments at 4400 Lakeview Avenue SW retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, as revisions to the route of Lakeview Avenue SW (which used to continue south past this resource) and Highway 99 have altered the resource's relationship to historic-period transportation routes. The building does not retain integrity of design, materials, workmanship, or feeling, as it has been altered by changes in siding material, the addition of vinyl-frame windows that replaced wood-framed casements, and the loss of original clay tile eaves, some of which have been replaced with incompatible materials. Additionally, as evident when reviewing 1920s photographs, the building lost its original porch when the building converted its public spaces to residential use, and its primary entrance has been shifted to the north elevation. It has also been expanded by the addition of new apartment units. The building does not retain integrity of association, as it was originally constructed as a roadhouse with restaurant and dancing, and, according to newspaper articles from the 1920s through the 1950s, was slowly expanded to include housing units and then converted entirely to residential use.

Evaluation

The apartment building, now addressed as 4400 Lakeview Avenue SW but identified in the Tacoma-Pierce County Building Index as 10700 Pacific Highway SW was constructed circa 1925 and appears in newspaper articles first as the Lighthouse Inn, an entertainment venue paired with a picnicking location and renovated to include "two spacious rooms for dancing, nine private dining rooms, and a large kitchen" in 1926 (*Tacoma News Tribune* 1926; Tacoma Public Library 2023). The proprietor, Harry Sharp, was later charged with selling whisky at the nightclub and sentenced to three years prison (*Tacoma News Tribune* 1930). The location next appeared in newspaper articles as "Max Frolic's Villa," a "roadhouse" or restaurant, stage, and dance hall established in 1932 (*Tacoma News Tribune* 1932). By 1938, Frolic had moved to a new location nearer Tacoma and was operating a "high class restaurant" (*Tacoma News Tribune* 1938). In 1939, his former roadhouse was known briefly as Club Liberty, and then as Club Moderne, a fully renovated nightclub that could accommodate roughly 300 people and hosted private parties and banquets. By December of that year, Club Moderne was advertising a New Year's show complete with rumba music by the Modernaires, dinner, a floor show, and "dancing all night" (*Tacoma News Tribune* 1939a, 1939b). Newspaper articles suggest the club was known as the Victory Inn and partially converted to housing in the 1940s. When it was advertised for sale or rent in 1944, it included "a large clubhouse, formerly called Club Moderne, and several cottages, now rented. Clubhouse has 2 apartments—more can be made" (*Tacoma News Tribune* 1944). At the time of survey, the building included only multi-family housing.

While local development was associated with general patterns in transportation and housing in Pierce County—including the establishment of roadside attractions like nightclubs along the old Highway 99—Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The former roadhouse was a popular entertainment venue in the 1920s and 1930s before it served as rental housing, and the building is associated with entertainment, recreation, and with broader historic trends like Prohibition, which led to the incarceration of one of its proprietors (Criterion A). While it is associated with local commercial activity and regularly featured local

and traveling entertainers, background research did not reveal any important association of the resource with the lives of significant persons (Criterion B). The building is an example of multi-family housing with some details from the early twentieth century, evident in its irregular plan and clay tile eaves. However, the building has been heavily altered, does not retain consistency in design, materials, or plan, and does not possess the distinctive characteristics of a particular type, period, or method of construction. It no longer resembles a roadhouse or entertainment venue as it has been subdivided and its public spaces redesigned and converted to residential use. The building no longer retains the lighthouse signage or other indications that it was designed to attract motorists off Highway 99. It no longer retains the broad welcoming porch that identified its entrance, and features like the crenelated roof and eave have been partially dismantled and replaced with incompatible materials. At the time of survey, the building resembled atypical multi-family housing with few distinctive features apart from its plan. The building does not possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of integrity, HRA, Inc., recommends the apartment building at 4400 Lakeview Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.4 11213–11221 Kline Street SW

According to the Pierce County Assessor, parcel 0219122142, addressed as 11213–11221 Kline Street SW, includes three rectangular, parallel buildings contributing to a multi-family complex with a total of four units. Pierce County notes that all were constructed in 1945 (Pierce County Assessor 2023). However, this appears to be an error, as historic aerials suggest the location remained undeveloped as late as 1945 (NETROnline 2023). The earliest buildings, the two northernmost buildings, were added by 1955 (NETROnline 2023; *Tacoma News Tribune* 1955). The southernmost building, which is adjacent to the AI, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). All three buildings are rectangular, one-story tall, and are separated by narrow strips of lawns (Figure 8-11and Figure 8-12).

11213 Kline Street SW
The northernmost building, 11213 Kline Street SW, was constructed ca. 1955 (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1955). It is a side-gabled single unit with an off-center entry and stoop under a projecting gable supported by a simple square post (Figure 8-11). It sits on a poured-concrete foundation, is clad in cement boards, and is topped by a side-gabled, asphalt-shingle roof with modest eaves. The facade includes three sliding vinyl-frame windows with internal grids. The north elevation includes an exterior chimney, and both the north and south elevations include single vinyl-frame, sliding windows.

11215-11217 Kline Street SW
The central building, 11215 and 11217 Kline Street SW, was constructed ca. 1950 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, hipped duplex with one entry facing west and another facing south (Figure 8-11). It sits on a poured-concrete foundation, is clad in lapped wood siding, with some shingle siding remaining on the south elevation, and is topped by a hipped asphalt-shingle roof. Its facade includes a central entry, stoop, and vinyl-frame, sliding

window under a projecting shed eave. Its south elevation includes a second entry door and vinyl-frame, sliding windows. Its north elevation includes additional vinyl-frame, sliding windows, one of which is paired with a wooden ledge.

11221 Kline Street SW

The southern building,11221 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled single unit with its wide facade and primary entry under a projecting shed eave facing south (Figure 8-12). It sits on a poured-concrete foundation and is clad in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The facade includes a primary and secondary entry door and three vinyl-frame, sliding windows. Its west elevation includes two additional vinyl-frame, sliding windows, and its north elevation includes an additional secondary entry paired with three vinyl-frame windows.

Figure 8-11 11213 *(left)* and 11215-11217 Klein Street SW (*right)* view northwest

Figure 8-12 11221 Klein Street SW, view northwest

Integrity

As noted above, the units at 11213–11221 Kline Street SW have been heavily altered by window and siding replacement. Historic-period aerials suggest that the complex was constructed in phases between ca. 1955 (11213–11217 Kline Street SW) and 1960 (11221 Kline Street SW) (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1955). Historic-period aerials and variations in addresses also suggest that a fourth unit at this location (aka 11219 Kline Street SW) has been demolished or otherwise lost (NETROnline 2023; Pierce County 2023).

The multi-family complex at 11213–11221 Kline Street SW retains integrity of location, as it remains on its original parcel. It does not retain integrity of setting, as development along the railroad tracks to the south and along adjacent lands has altered its original relationship to the surrounding landscape. Window and siding replacement, along with the removal of 11219 Kline Street SW, have diminished the complex's integrity of design, materials, workmanship, and feeling. The complex retains integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The multi-family complex at 11213–11221 Kline Street SW was constructed in phases between ca. 1955 and 1960 (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1955). While local development was associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The first reference to these buildings in local newspapers dates to 1955, when C. G. Stillman pulled a permit for 11213 Kline Street SW, which was then offered for rent in July of that year (*Tacoma News Tribune* 1955; TPL 2023). The Stillman name is associated with development in Lakewood and with the establishment of a tree farm in Pierce County, but research did not reveal that this location holds any significant association with the Stillman family.

While the complex was constructed ca. 1955–1960, likely in association with a growing need for additional housing in the region, it does not appear, based on a review of historic maps and local histories, that the complex had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex's buildings are altered examples of small Minimal Traditional and World War II-Era cottages. Modest in plan with few character-defining features apart from their simple forms and minimal ornament, these units do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). They do not appear to represent the works of a master (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the multi-family complex at 11213–11221 Kline Street SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.5 11216–11230 Kline Street SW

According to the Pierce County Assessor, the parcel 0219122150, addressed as 11216–11230 Kline Street SW, is a multi-family housing complex including four rectangular, parallel duplexes for a total of eight units constructed in 1940 (Pierce County Assessor 2023). However, this appears to be an error, as historic-period aerials show a U-shaped complex at this location as late as 1955 (NETROnline 2023). Based on materials and design, it appears that only one extant building dates from before 1957, as D. D. Stillman pulled a permit to move an existing duplex to this location in 1957 (*Tacoma News Tribune* 1957). Based on historic-period aerials, all additional buildings date from ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). All four buildings are rectangular, one-story tall, and face east toward Kline Street SW, separated from one another by narrow strips of lawn (Figure 8-13, Figure 8-14, and Figure 8-15).

11216–11218 Kline Street SW

The northernmost building, 11216–11218 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, hipped duplex with one entry facing east and another facing south (Figure 8-13, Figure 8-14 and Figure 8-15). It sits on a poured-concrete foundation, is clad in lapped wood siding, with some shingle siding remaining on the south elevation, and is topped by a hipped asphalt-shingle roof. Its facade includes a

central entry, stoop, and vinyl-frame, sliding window under a projecting shed eave. Its south elevation includes a second entry door and vinyl-frame, sliding windows. Its north elevation includes additional vinyl-frame, sliding windows, one of which is paired with a wooden flower box.

11220–11222 Kline Street SW
The building at 11220–11222 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled duplex with its wide facade and primary entries under a projecting shed eave facing south (Figure 8-13 and Figure 8-15). It sits on a poured-concrete foundation and is clad in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The facade includes a primary and secondary entry door and three vinyl-frame, sliding windows. Its east elevation includes one additional vinyl-frame, sliding window, and its north elevation includes two additional secondary entries paired with vinyl-frame, sliding windows.

11224–11226 Kline Street SW
The building at 11224-11226 Kline Street SW was constructed ca. 1940 and based on materials and condition is likely the building moved to this location in 1957. It may have provided a model for additional construction (NETROnline 2023; Pierce County Assessor 2023; *Tacoma News Tribune* 1957). The building 11224 Kline Street SW is a narrow, hipped, duplex with an entry facing east and another facing north (Figure 8-13, Figure 8-14, and Figure 8-15). It sits on a poured-concrete foundation, is clad in lapped wood siding, and is topped by a hipped, asphalt-shingle roof with projecting shed eave over the east-facing facade. The facade includes a central entry door paired with two one-over-one, wood-frame windows. Its north elevation includes a second entry paired with wood-frame windows, a trio of wood-frame, one-over-one windows, and three vinyl-frame, sliding windows with a secondary entry door. The building's south elevation includes wood-frame, one-over-one windows grouped in twos and threes, plus two additional vinyl-frame, sliding windows.

11228–11230 Kline Street SW
The southernmost building, adjacent to the AI, 11228–11230 Kline Street SW was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled duplex with its wide south-facing facade and primary entries under two projecting shed eaves facing south (Figure 8-13 and Figure 8-15). It sits on a poured-concrete foundation and is clad primarily in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The south-facing facade retains cedar shingle siding and includes primary and secondary entry doors under projecting eaves and five vinyl-frame, sliding windows. Its west elevation includes an additional vinyl-frame, sliding window, and its north elevation includes two additional secondary entries paired with vinyl-frame, sliding windows.

Figure 8-13 11216 – 11230 Kline Street SW, view northwest

Figure 8-14 11224 – 11226 Kline Street SW, view east

Figure 8-15 11216 - 11230 Kline Street SW, view southwest

Integrity

As noted above, the complex at 11216–11230 Kline Street SW once included a U-shaped configuration, which has been demolished and replaced with four parallel two-unit, rectangular buildings (NETROnline 2023; Pierce County Assessor 2023). From its period of construction (ca. 1940 through 1960), the multi-family housing complex at 11216–11230 Kline Street SW does not retain integrity of location, as at least one of these buildings, likely 11224–11226 Kline Street SW, was moved to this location in 1957, based on local newspaper records (*Tacoma News Tribune* 1957). The complex does not retain integrity of setting, as development along the railroad tracks to the south and along adjacent lands has altered its surroundings. Alterations, primarily window and siding replacement, have diminished the complex's integrity of design, materials, workmanship, and feeling. The complex retains integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The residential units at 11216–11230 Kline Street SW were constructed ca. 1940 to 1960 as a multi-family housing complex. While local development was associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The first reference to these buildings in local newspapers dates to 1957, when D. D. Stillman pulled a permit to move an existing duplex to this location (*Tacoma News Tribune* 1955; TPL 2023). The Stillman name is associated with development in Lakewood and with the establishment of a family tree farm in Pierce County, but research did not reveal that this location holds any significant association with the Stillman family.

While the complex was constructed ca. 1940 to 1960, likely in association with a growing need for additional housing in the region, it does not appear, based on a review of historic maps and local histories, that the complex had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The buildings are altered examples of small Minimal Traditional and World War II-Era cottages. Modest in plan with few character-defining features apart from their simple forms and minimal ornament, these units do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). They do not appear to represent the works of a master (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the multi-family housing complex at 11216–11230 Kline Street SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.6 4610 113th Street SW

According to the Pierce County Assessor, the parcel addressed as 4610 113th Street SW includes five buildings constructed between 1955 and 2007 (Pierce County Assessor 2023). Buildings include a shed from 1955, an office from 1959, an apartment building from 1977, and two additional storage buildings from 2006 and 2007, which were too young to qualify for listing and not recorded (Pierce County Assessor 2023). The 2.53-acre parcel is devoted to materials storage at the industrial south end (within the AI), which includes a series of office, shed, and storage buildings (1955 to 2007). North of the AI is a multi-family residential building added in 1977 (Pierce County Assessor 2023). As it is not within the AI and not within view of project elements, it was not recorded.

Storage Shed
The storage shed, located in the center of the parcel, was constructed in 1955 (Pierce County Assessor 2023). It is a single-story warehouse of concrete block topped by T1-11. Its opening on the south end is enclosed by sliding garage doors clad in T1-11 on tracks. The building is topped by a standing-seam metal roof. No other fenestration was visible (Figure 8-16 and Figure 8-17).

Office
The office, located in the center of the parcel, was constructed in 1959 (Pierce County Assessor 2023). It is a small, square, single-story building facing east toward the storage warehouse. It sits on a concrete foundation, is clad in T1-11, and is topped by a flat roof with a flat, projecting eave over the eastern entry. The facade includes a central pedestrian door flanked by two large

windows enclosed by heavy mesh screens. Secondary elevations were minimally visible from the public ROW but appeared to include additional window openings (Figure 8-17 and Figure 8-18).

Figure 8-16 4610 113th Street SW, view northwest

Figure 8-17 4610 113th Street SW, view northwest

Figure 8-18 4610 113th Street SW, view west

Integrity

From its period of earliest construction (1955), the complex of commercial and industrial resources at 4610 113th Street SW has been developed and redeveloped through successive waves of construction and demolition (NETROnline 2023; Pierce County Assessor 2023).

Resources at this location retain integrity of location, as the complex remains on a large parcel north of the railroad tracks. The complex does not retain integrity of setting, as the once rural area has been developed with commercial and residential construction. It does not retain integrity of design, materials, workmanship, feeling, or association, as waves of successive demolition, development and renovation have altered the complex's footprint, materials, and patterns of use. Additionally, the shed (1955) and office (1959) have been renovated with replacement siding and roofing and do not individually retain integrity of design, materials, workmanship, or feeling (NETROnline 2023).

Evaluation

The industrial and commercial resources at 4610 113th Street SW were constructed between 1955 and 2007 and are associated with industrial materials and storage. They do not appear, based on a review of historic maps and local histories, to hold any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The storage shed (1955) and office (1959) are utilitarian in nature. Constructed in rectangular plans with few character-defining features apart from their simple footprints and mass-produced materials, the resources do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not appear to represent the works of a master or to represent a significant and distinguishable entity whose components may lack individual

distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends that resources at 4610 113th Street SW, not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.7 4801 115th Street Court SW

According to the Pierce County Assessor, the Twin Oaks apartment building at 4801 115th Street Court SW was constructed in 1962 (Pierce County Assessor 2023). The two-story, rectangular building faces parking lots to the south. The building sits on a poured-concrete foundation, is clad in T1-11 siding, and is topped by a shallow, side-gable roof covered in asphalt shingles (Figure 8-19 and Figure 8-20).

The building's south-facing facade includes an upper story balcony that shelters a concrete walk on the lower floor. The balcony and the projecting eave above it are supported by round metal posts. Three exterior stairways access the balcony level, which includes a metal railing with metal panels. On the first and second floors, units are identified by single pedestrian doors paired with one large, vinyl-frame, sliding window. No other fenestration is visible. Side elevations are bare. The rear elevation, which was not visible from the public ROW, faces a narrow lawn.

Figure 8-19 4801 115th Street Court SW, view northwest

Figure 8-20 4801 115th Street Court SW, view north

Integrity

The apartment complex at 4801 115th Street Court SW was once paired with a heated pool, which has since been filled or removed, the land converted to parking. Additionally, newspaper articles detail at least three fires at the complex beginning in the 1990s, the most recent of which "gutted nine apartments." Phases of repair and replacement may have contributed to evident alterations in materials (*Tacoma News Tribune* 2012).

From its period of construction (1962), the rectangular apartment block at 4801 115th Street Court SW retains integrity of location and setting, as it remains on its original parcel and retains its relationship to adjacent transportation networks and multi-family residential development. It does not retain integrity of design, materials, workmanship, or feeling, due to alterations including incompatible window and siding replacement, as well as the loss of its associated swimming pool. The building does retain integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The apartment complex at 4801 115th Street Court SW, known as the Twin Oaks (formerly Ray Mar) apartments, was constructed in 1962, and early aerial images and newspaper articles indicate that it included a heated pool, once located in its large parking lot. The pool has since been removed or filled (NETROnline 2023; *Tacoma News Tribune* 1971).

The Ray Mar Apartments were constructed as multi-family housing. While local development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis

(established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

It does not appear, based on a review of historic maps and local histories, that the Twin Oaks Apartments held important associations with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The apartment building is rectangular in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units on two floors. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values. It does not appear to represent the works of a master or to represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment complex at 4801 115th Street Court SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.8 4815 115th Street Court SW

According to the Pierce County Assessor, the Cascade Village Apartment building at 4815 115th Street Court SW was constructed in 1963, one year after the first Cascade Village Apartment building, addressed as 4901 115th Street Court SW and located to the west. The two buildings are mirror images of one another. The building at 4901 115th Street Court SW is evaluated separately.

The building at 4815 115th Street Court SW is two stories tall, L-shaped in plan, and faces parking lots to the southwest. The building sits on a poured-concrete foundation, is clad in cement boards, and is topped by a flat built-up roof with deep eaves (Figure 8-21 and Figure 8-22 4815 115th Street Court, view northeast).

The building’s southwest-facing facade includes partial upper story balconies that shelter concrete stoops on the lower floor. The balconies and the projecting eaves above them are supported by square metal posts. Interior stairways access the balconies, which include metal railings. On the first and second floors, units are identified by single pedestrian doors flanked by three-part, vinyl-frame picture windows on one side and large, vinyl-frame, sliding windows on the other. No other fenestration is visible. Side elevations are bare but include minor projections for the second floor. The rear elevations, where visible from the public ROW, include small, vinyl-frame, sliding windows on both floors.

Figure 8-21 4815 115th Street Court SW, view northeast

Figure 8-22 4815 115th Street Court, view northeast

Integrity

From its period of construction (1963), the apartment block at 4815 115th Street Court SW retains integrity of location and setting, as it remains among other apartment buildings on its original parcel. The building does not retain integrity of design, materials, or workmanship, due

to incompatible window and siding replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Cascade Village Apartment building at 4815 115th Street Court SW, advertised in the *Tacoma News Tribune* in the 1970s as the "Golden Finial" apartments, was completed in 1963 (*Tacoma News Tribune* 1970). A permit was pulled in 1962 by local real estate developer Boyd Lundstrom for the 28-unit, $150,000 construction project (*Tacoma News Tribune* 1962a). According to the *News Tribune*, the building was part of a project expected to include 100 units. "Component parts for the building were assembled by the Fairliner Structures Division of Western Boat Building Corp. of Tacoma" (*Tacoma News Tribune* 1962b).

The apartment complex at 4815 115th Street Court SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was best known as a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (*Tacoma News Tribune* 1990). While the building was developed by Lundstrom, research did not reveal that this location holds any significant association with him.

It does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The apartment building is L-shaped in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It is one of many buildings associated with developer Boyd Lundstrom, but it does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment block at 4815 115th Street Court SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.9 4901 115th Street Court SW

According to the Pierce County Assessor, the Cascade Village Apartment building at 4901 115th Street Court SW was constructed in 1962, one year before the Cascade Village Apartment building addressed as 4815 115th Street Court SW and located to the west. The two buildings are mirror images of one another. The building at 4815 115th Street Court SW is evaluated separately.

The building at 4901 115th Street Court SW is two stories tall, L-shaped in plan, and faces parking lots to the southeast. The building sits on a poured-concrete foundation, is clad in cement boards, and is topped by a flat built-up roof with deep eaves. Applied signage on the south elevation reads “Cascade Village Apartments” (Figure 8-22 and Figure 8-23).

The building’s southeast-facing facade includes an upper story balcony that shelters a concrete walk on the lower floor. The balcony and the projecting eave above it is supported by square posts. Exterior stairways access the balcony, which includes metal railings. On the first and second floors, units are identified by single pedestrian doors flanked by three-part, vinyl-frame picture windows with some vinyl-frame, sliding windows. The south elevation includes signage and vinyl-frame, three-part windows. The rear elevations, where visible from the public ROW, include various sizes of vinyl-frame, sliding windows on both floors and pedestrian doors on the bottom floor.

Figure 8-22 4901 115th Street Court SW, view north

Figure 8-23 4901 115th Street Court SW, view north

Integrity

From its period of construction (1962), the apartment block at 4901 115th Street Court SW retains integrity of location and setting, as it remains among other apartment buildings on its original parcel. The building does not retain integrity of design, materials, or workmanship, due to incompatible window and siding replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Cascade Village Apartment building at 4901 115th Street Court SW, advertised in the *Tacoma News Tribune* in the 1960s as the "Butler House" apartments, was completed in 1962, a year before the second Cascade Village Apartment building to the west (*Tacoma News Tribune* 1962c). A permit was pulled in 1962 by local real estate developer Boyd Lundstrom for the 28-unit, $150,000 construction project (*Tacoma News Tribune* 1962a). According to the *News Tribune*, the building was part of a project expected to include 100 units. "Component parts for the building were assembled by the Fairliner Structures Division of Western Boat Building Corp. of Tacoma" (*Tacoma News Tribune* 1962b).

The apartment complex at 4901 115th Street Court SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (*Tacoma News Tribune* 1990). While the building was developed by Lundstrom, research did not reveal that this location holds any significant association with him.

Research did not reveal the building to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The apartment building is L-shaped in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units on two floors. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It is one of many buildings associated with developer Boyd Lundstrom, but it does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment block at 4901 115th Street Court SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.10 11509 Bridgeport Way SW

According to the Pierce County Assessor, the parcel addressed as 11509 Bridgeport Way SW includes four buildings, a storage warehouse from 1960, an office building from 1960, a storage warehouse from 1968, and a storage warehouse from 2002 (Pierce County Assessor 2023). Historic-period aerial photos indicate that the original buildings on this parcel have been enlarged, connected, and no longer retain their original footprints.

Currently, the parcel includes one large rectangular warehouse on its north edge (constructed in 1960 and enlarged ca. 2004). To the south is an office building with attached warehouse to the rear (the office was constructed in 1960, attached to the warehouse constructed in 1968, and greatly enlarged ca. 2004). A small, detached warehouse was added on the east end of the large parcel in 2002. It is too young to be eligible for NRHP listing and was not recorded. The complex of buildings, used by Lakeview Power and Light, is dominated, from the public ROW, by the 2004 office addition (NETROnline 2023; Pierce County Assessor 2023) (Figure 8-24, Figure 8-25 and Figure 8-26).

Northern Warehouse
The northern warehouse was constructed in 1960 and enlarged ca. 2004 (NETROnline 2023; Pierce County Assessor 2023). It is rectangular, a single story tall, and sits on a poured-concrete foundation (Figure 8-24). It is clad in ribbed metal panels and is topped by a shallow

gable roof of standing-seam metal with no eave. The south elevation includes numerous garage bays with overhead doors and one pedestrian door. The westernmost garage door is oversized. No other fenestration was visible.

Office Building and Warehouse

The office was constructed in 1960, attached to a rear warehouse constructed in 1968, and then greatly enlarged by an office addition on the facade ca. 2004 (NETROnline 2023; Pierce County Assessor 2023). The building is a single story tall and irregular in plan (Figure 8-25 and Figure 8-26). The office building and warehouse sits on a poured-concrete foundation, is clad in a combination of brick, board-and-batten, and ribbed metal siding, and is topped by a front-gabled roof with telescoping gable peaks and a raised roof over its central section.

The building's west-facing facade includes a projecting gabled entry supported by brick pillars with round posts. Under the eave is an entry of black glass doors with sidelights topped by a large transom. South of the entry is a wall of brick with no fenestration. North of the entry is a wall with a wide metal-framed window topped by an angled window under the gable. The wall surface is clad in a skirt of brick under board-and-batten siding. Clerestory windows are visible above the facade. The building's north elevation includes a projecting eave supported by bricked posts over a drive-thru bay. The building's south elevation is clad in brick with glazed pedestrian door and full-height window, as well as additional square, metal-frame windows. The rear of the building is enclosed by a privacy fence where it connects to the metal warehouse, which includes one solid pedestrian door on the south elevation.

Figure 8-24 11509 Bridgeport Way SW, view east

Figure 8-25 11509 Bridgeport Way SW, view northeast

Figure 8-26 11509 Bridgeport Way SW, view east

Integrity

From its period of original construction (1960), the building complex at 11509 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel and is surrounded by development of the same era. It does not retain integrity of design, materials, workmanship, or feeling, due to extensive redevelopment. Since the first buildings were completed in 1960

(warehouse and office), an additional warehouse was added in 1968, and a large office addition was added ca. 2004. The complex is still used by Lakeview Light and Power Co. and retains integrity of association.

Evaluation

According to the Tacoma-Pierce County Building Index, the complex at 11509 Bridgeport Way was constructed in 1960 for Lakeview Light and Power Co., which remains headquartered at this location (TPL 2023). The architect was Donald F. Burr and Associates (*Tacoma News Tribune* 1982a; TPL 2023). Lakeview Light and Power Co. is a small utility company launched in 1922 as the Lakeview Light & Water Company, a non-profit, which originally leased power from a line that connected Tacoma to a sanitarium to the south. The company then constructed branches to distribute power to the surrounding area. According to the company's website:

> …by June of 1931 the Company had added 12.5 miles of distribution lines and by June of 1942 was serving 459 accounts. By June of 1945 the membership had increased to 595 and the name of the company was changed to Lakeview Light and Power. By June of 1950 membership had grown to 1,275… today [2023], Lakeview has 2,819 members and serves 10,386 meters with 83 miles of distribution line. [Lakeview Light and Power 2023]

Donald F. Burr (1922–1982) was a local Tacoma architect who appears in news articles as a designer of school buildings and community centers (*Tacoma News Tribune* 1962d). He does not appear among lists of significant northwest architects established by DAHP or advocacy groups like DOCOMOMO-WEWA, but was a fellow of the American Institute of Architects, and was known for designing the University of Puget Sound Law Center, the chapel at Charles Wright Academy, and Steilacoom High School (*Tacoma News Tribune* 1982b). While Burr was a local architect, the headquarters building he designed for Lakeview Light and Power has been so heavily altered that his work is no longer discernible. As noted in the *Tacoma News Tribune,* in 2001, the company undertook a major redesign of its headquarters. "The project would add 2,444 sq. ft. of additional office space, 1,000 sq. ft. of additional garage space, and a pole stack rack" (*Tacoma News Tribune* 2001).

Based on its role in providing power to portions of Lakewood, the headquarters for Lakeview Light and Power does possess important associations with events that made a significant contribution to the broad patterns of local, state, or national history under the Community Planning and Development area of significance (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building and its surrounding complex have been heavily altered in recent years. Extensive additions have obscured the complex's historic-period character. The complex is now dominated by an office that resembles a post-modern or Contemporary building from the twenty-first century. The complex no longer possesses the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). Due to an irretrievable loss of integrity, the building does not represent the work of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of integrity, HRA, Inc., recommends the complex at 11509 Bridgeport Way not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.11 11803 Tomahawk Road SW

According to the Pierce County Assessor, the residence at 11803 Tomahawk Road SW was constructed in 1956 (Pierce County Assessor 2023). The single-story residence faces west and is generally L-shaped in plan. The building sits on a poured-concrete foundation, is clad in shingles with board and batten in the gables and is topped by a cross-gabled roof covered in asphalt shingles (Figure 8-27 and Figure 8-28).

The building's west-facing elevation faces Tomahawk Road SW. It includes a front-facing gable with side-gabled wing. The building has been enlarged to the south, with its original single-car garage enclosed and an additional single-car garage attached to the southern end of the wing. Under the gable, the building features a large, vinyl-frame picture window, an external brick chimney, and additional sliding, vinyl-frame windows. The building's entry is located on the north elevation under a projecting gable roof supported by simple square posts. The east elevation includes a second large, vinyl-frame picture window, a pedestrian entry, and additional vinyl-frame, sliding windows. Additional elevations were not visible behind privacy fencing.

Figure 8-27 11803 Tomahawk Road SW, view southeast

Figure 8-28 11803 Tomahawk Road SW, view east

Integrity

From its period of construction (1956), the residence at 11803 Tomahawk Road SW retains integrity of location and setting, as it remains on its original parcel and faces additional residential construction. It does not retain integrity of design, material, or workmanship, as historic-period aerials show a garage addition to the south (NETROnline 2023). Field survey identified additional incompatible alterations including an enclosed former garage and replacement windows. The building does retain integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 11803 Tomahawk Road SW was constructed in 1956, during a period when Lakewood and other communities along the new route of I-5 added additional residential development. While local development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the 1950s and 1960s, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Ranch house, featuring a single-story plan altered by numerous additions, including prominent gables and vinyl-framed windows. With additions and replacement materials, the building does not possess the distinctive characteristics of its type,

period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 11803 Tomahawk Road SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.12 11811 Tomahawk Road SW

According to the Pierce County Assessor, the single-family residence at 11811 Tomahawk Road SW was constructed in 1957 (Pierce County Assessor 2023). The building is rectangular in plan, a single story tall, and faces west. It sits on a poured-concrete foundation and is clad in lapped wood siding partially topped by T1-11. A skirt of applied manufactured stone is located south of the building's central entry. The building is topped by a hipped roof covered in asphalt shingles (Figure 8-29 and Figure 8-30).

The building's west-facing facade includes a central recessed entry with stoop and exterior ramp with wood railing. The pedestrian door is paired with a sidelight. North of the entry are two vinyl-frame, sliding windows. South of the entry is a three-part, vinyl-frame window plus additional vinyl-frame, sliding windows. Two garage bays are located in the building's south end. Secondary elevations were not visible behind privacy fencing.

Figure 8-29 11811 Tomahawk Road SW, view northeast

Figure 8-30 11811 Tomahawk Road SW, view east

Integrity

From its period of construction (1957), 11811 Tomahawk Road SW retains integrity of location and setting, as it remains on its original parcel and faces additional residential construction. It does not retain integrity of design, material, or workmanship, due to incompatible additions including a large wing added to the east and what may be an added garage bay, as indicated by historic-period aerials from between 1995 and 1998 (Pierce County Assessor 2023). Field survey identified additional alterations including incompatible siding and window replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 11811 Tomahawk Road SW was constructed in 1957, during a period when Lakewood and other communities along the new route of I-5 added additional residential development. While local development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the 1950s and 1960s, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Ranch house, featuring a single-story plan altered by the addition of manufactured siding and vinyl-framed windows, as well as large additions (Pierce

County Assessor 2023). The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 11811 Tomahawk Road SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.13 12413 Bridgeport Way SW

According to the Pierce County Assessor, the multi-family apartment block at 12413 Bridgeport Way SW was constructed in 1955, with a second building added to the rear in of the parcel in 1972 (Pierce County Assessor 2023). The primary building is rectangular in plan, two stories tall on the west half and a single story tall on the east half. The building faces west toward Bridgeport Way SW. It sits on a poured-concrete foundation and is clad in running brick on the lower floor and lapped wood siding on the upper floor. The building's lower floor includes a deep hipped eave covered in asphalt shingles, and the partial upper floor includes a hip-on-gable roof with deep eaves covered in asphalt shingles (Figure 8-31 and Figure 8-32).

The building's west-facing facade includes a projecting central entry. Two wood doors with Gothic hardware are topped with applied signage for "Gen-Villa." Above the entry, in the projecting gable is a painted wood grid. The facade includes no other fenestration, but a segment of breezeblock acts as privacy fencing for entries on the building's north elevation.

The building's north elevation was minimally visible behind privacy fencing and screens on the lower floor but includes shallow porches with glass sliding doors on the lower floor and aluminum-framed windows in the upper floor. The building's south elevation includes mailboxes and angled carports on the lower floor. The upper floor includes aluminum-frame, sliding windows. Gravel paths, stone planter boxes, and lawns are paired with planting beds north and south of the main building and its parking lot.

The complex's secondary rear building was minimally visible from the public ROW, but includes a rectangular, two-story plan with brick siding and aluminum-frame windows.

Figure 8-31 12413 Bridgeport Way SW, view east

Figure 8-32 12413 Bridgeport Way SW, view south

Integrity

From its period of construction (1955 to 1972), the apartment complex at 12413 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel surrounded by additional multi-family development. It appears to retain integrity of design, materials, and

workmanship, as it retains its original footprint, entry, wood siding, and aluminum-frame windows. It appears to retain integrity of feeling and association, as it performs its original function and continues to serve as multi-family housing.

Evaluation

The Gen-Villa apartment complex at 12413 Bridgeport Way SW was constructed in two phases. The first building was completed in 1955, and a second was added to the rear of the complex in 1972 (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While local development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the two-building complex does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The original apartment building is rectangular in plan, with few character-defining features apart from its projecting entry, which includes some decorative hardware on its doors. The two-building complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance, HRA, Inc., recommends the two-building apartment complex at 12413 Bridgeport Way SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.14 12928 Bridgeport Way SW

According to the Pierce County Assessor, the single-story commercial building at 12928 Bridgeport Way SW was constructed in 1959 (Pierce County Assessor 2023). The rectangular building faces east toward Bridgeport Way SW. The building sits on a poured-concrete foundation, is constructed of concrete block, and is partially clad in running bond brick and plywood. It is topped by a side-gabled, asphalt-shingle roof (Figure 8-33 and Figure 8-34).

The building's east-facing facade includes a primary entry near the southeast corner of two glazed aluminum-frame doors with transom flanked north and south by wood-frame windows. North of the entry, all openings have been covered in plywood. It is not clear if original window materials remain. The northeast corner once included an additional entry that has been fully enclosed by plywood and sliding metal fencing. Windows on the secondary south elevation have been covered with security bars. The north elevation has been enclosed by privacy fencing and is minimally visible. No fenestration was visible on the south and west elevations. The south elevation includes some board siding, some brick, and concrete block.

A T1-11-clad building used by a drive-thru espresso business is located in the parcel's southeast corner. It is not clear from aerial imagery when it was constructed, although such buildings are generally not old enough to qualify for listing in registers of historic places.

Figure 8-33 12928 Bridgeport Way SW, view northeast

Figure 8-34 12928 Bridgeport Way SW, view southeast

Integrity

From its period of construction (1959), the corner store at 12928 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel at a busy intersection. It does not retain integrity of design, materials, or workmanship, as its former secondary entry has been enclosed and its siding has been altered as evident from side elevations. It does retain integrity of feeling and association, as it continues to perform its original function as a commercial building.

Evaluation

According to the Tacoma-Pierce County Building Index, the corner store at 12928 Bridgeport Way SW was constructed in 1960 after the builder, H. M. Steele, pulled a permit in 1959 (*Tacoma News Tribune* 1959). The parcel became home to the Stop-N-Chat Food Mart (TPL 2023). The building changed names numerous times, as indicated by newspaper articles in the *Tacoma News Tribune*. It was known in the 1980s as Wes' Supermart and since the 1990s as the Olympic Grocery and Deli No. 3 (*Tacoma News Tribune* 1996).

The corner store at 12928 Bridgeport Way SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. Commercial development increased along Bridgeport Way SW, creating an increasingly dense urban fabric in Lakewood. This building is one of many added to the region in the 1950s and 1960s. It does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is a modest commercial block, rectangular in plan with few character-defining features apart from its footprint and aluminum-framed entry. The building does not possess the distinctive characteristics of a particular type, period, or method of construction, or represent the work of a master, or possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the commercial building at 12928 Bridgeport Way SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.15 4911 McChord Drive SW

According to the Pierce County Assessor, the single-family residence at 4911 McChord Drive SW was constructed in 1944. The building is rectangular in plan, a single story tall, and paired with a detached garage to the north. The residence and garage face south toward McChord Drive SW. Both buildings are obscured by a hedge of mature foliage and fencing. The primary building is clad in running bond brick and is topped by a side-gabled roof with a deep projecting eave over the entry porch (Figure 8-35 and Figure 8-36).

The primary building's facade includes a recessed entry on its southeast corner with a large, three-part, vinyl-frame window facing south and a single pedestrian door. The porch includes

brick porch posts that have been paired with repurposed wood-frame windows and turned posts added to partially enclose the porch space. West of the recessed entry is an additional vinyl-frame window. On the building's east elevation is a second large, vinyl-frame picture window and wood siding in the gable. Vinyl-frame windows and siding in the gable are also evident on the west elevation. The detached single-car garage is clad in cement boards with wood siding in the gable. It includes a single garage by with overhead door.

Figure 8-35 4911 McChord Drive Street SW, view northwest

Figure 8-36 4911 McChord Drive SW, view northeast

Integrity

From its date of construction (1944), the residence at 4911 McChord Drive SW retains integrity of location and setting, as it remains on its original parcel adjacent to JBLM. It does not retain integrity of design, materials, and workmanship, due to alterations and additions screening the porch (added windows and turned posts) along with window replacements. It does retain integrity of feeling and association, as it continues to serve its original function as single-family housing.

Evaluation

The residence at 4911 McChord Drive SW was constructed in 1944, during the post-war period when Lakewood and other communities along the new route of I-5 added additional residential development. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the mid-twentieth century, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Minimal Traditional residence with few character-defining features apart from its footprint and brick siding (Pierce County Assessor 2023). The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 4911 McChord Drive SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.16 12809 Lincoln Avenue SW

According to the Pierce County Assessor, the two-building apartment complex at 12809 Lincoln Avenue SW was constructed in 1977 (Pierce County Assessor 2023). The two rectangular two-story buildings are parallel on a large lot facing north (Figure 8-37 and Figure 8-38). A small laundry room sits between them at the rear of the lot. Its date of construction is not recorded, but it is assumed to date to 1977.

The buildings sit on poured-concrete foundations, are clad in vinyl siding, and are topped by shallow hipped roofs covered in asphalt shingles with projections over the north elevations where exterior stairs approach the upper story entries. Side entries include vinyl-frame, sliding windows on upper and lower stories. Recessed, centrally located stairs approach upper story

units. On the buildings' rear elevations are additional exterior stairs. Stairs include simple square posts and rails. Parking lots are located east and west of the buildings, with additional parking and a lawn between them. The laundry room building is a small, rectangular building clad in vinyl siding with two partially glazed doors and two large, sliding, vinyl-frame windows on the north elevation. The building is topped by a hipped roof with asphalt shingles.

Figure 8-37 12809 Lincoln Avenue SW, view southeast

Figure 8-38 12809 Lincoln Avenue SW, view southwest

Integrity

From its period of construction (1977), the apartment complex at 12809 Lincoln Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by single- and multi-family development. It does not retain integrity of design, materials, and workmanship, as it has been resided with incompatible materials and its windows have been replaced with vinyl-framed windows. The complex does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Lincoln Landing apartment complex at 12809 Lincoln Avenue SW, was constructed in 1977 as two parallel buildings with a central laundry facility (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the complex does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex is a modest, modern development with few character-defining features apart from its footprint and new materials. The complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment complex at 12809 Lincoln Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.17 13020 Lincoln Avenue SW

According to the Pierce County Assessor, the apartment complex at 13020 Lincoln Avenue SW was constructed in 1964 (Pierce County Assessor 2023). It is a two-story, U-shaped building facing south around a lawn with a detached laundry at the southern boundary. Its date of construction is not recorded, but it is assumed to date from 1964.

The primary building sits on a poured-concrete foundation, is clad in plywood with vertical boards (mimicking board and batten) and is topped by a flat roof with a shallow Mansard eave. The building includes recessed internal stairs that approach upper units and includes vinyl-frame, sliding windows on upper and lower floors. Some balconies with simple wood posts and

rails are located on the interior walls of the U-shaped building, and units include vinyl-frame, sliding doors. The freestanding laundry room is a small rectangular building clad in T1-11 with vinyl-frame, sliding windows and a hip-on-gable roof (Figure 8-39 and Figure 8-40).

Figure 8-39 13020 Lincoln Avenue SW, view northwest

Figure 8-40 13020 Lincoln Avenue SW, view northeast

Integrity

From its period of construction (1964), the apartment complex at 13020 Lincoln Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by single- and multi-family development. It does not retain integrity of design, materials, or workmanship, as it has been resided with incompatible materials and its windows have been replaced with vinyl-framed windows. The complex does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Pacific Ridge apartment complex at 13020 Lincoln Avenue SW, was constructed in 1964 as a U-shaped complex with detached laundry facility (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the complex does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex is a modest, modern development with few character-defining features apart from its footprint and new materials. The complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the apartment complex at 13020 Lincoln Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

8.18 5508 Boston Avenue SW

According to the Pierce County Assessor, the single-family residence at 5508 Boston Avenue SW was constructed in 1951 (Pierce County Assessor 2023). However, this appears to be an error as the parcel is bare until at least 1955 (NETROnline 2023). The building is rectangular, a single story tall, and faces east toward Boston Avenue SW. The building is paired with a large, freestanding garage to the west. The garage's date of construction is not recorded, but it is assumed to date to circa 1955.

The primary building sits on a concrete-block foundation, is clad in cedar shingles, and is topped by a side-gabled roof covered in asphalt roofing. The roof structure overhangs the building footprint on both the north and south elevations, and the gables are covered in plywood with applied battens (Figure 8-41 and Figure 8-42).

The building's facade includes a single pedestrian door with concrete stoop and pipe rails at the northeast corner and two wood-frame, sliding windows to the south. Side elevations include no additional windows, but the north elevation includes a sliding, vinyl-frame door to the side yard. The freestanding garage is rectangular, front-gabled, clad in T1-11, and topped by a shingle roof. It includes a divided wood-frame window on the east elevation and an overhead garage door on the north.

Figure 8-41 5508 Boston Avenue SW, view west

Figure 8-42 5508 Boston Avenue SW, view southwest

Integrity

From its period of construction (ca. 1955), the residence at 5508 Boston Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by additional single- and multi-family development. The small residence's roof structure, with its unusual overhangs and plywood in the gables, is not a typical feature and, along with a vinyl-frame sliding door on the north elevation, indicates a history of alteration that diminishes the building's integrity of design, materials, and workmanship. The building retains integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 5508 Boston Avenue SW was constructed in ca. 1955, during a post-war period when Lakewood and other communities along the new route of I-5 added additional residential development. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the mid-twentieth century, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered of a modest, utilitarian residence with few character-defining features apart from its footprint and wood windows (Pierce County Assessor 2023). Its history of alteration has

obscured its historic-period character. The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, HRA, Inc., recommends the residence at 5508 Boston Avenue SW not eligible for listing in the NRHP, WHR, or LLR under any criteria.

9 SUMMARY AND RECOMMENDATIONS

9.1 Archaeological Resources

HRA archaeologists Matthew Warren, PhD; Cecelia Wolman, MA; and Taylor Smith, BA, performed an archaeological survey of the AI on March 6 and 16, 2023, which included archaeological reconnaissance, pedestrian survey, and shovel probing. The terrain within the AI has been heavily modified by modern urban and suburban road construction, utility installation, and landscaping activities. Most of the AI is either paved roadway, graveled roadside, landscaped ROW, or private property, except for the largely grass-covered vacant lot within the footprint of project improvement D8.B. Site 45PI767 was partially located within the AI. Although the site was previously determined not eligible for listing in the National Register of Historic Places (NRHP), HRA revisited the site to assess its condition within the AI. During that visit HRA observed no remnants of the site within the AI. Seven SPs were excavated within the project improvement D8.B footprint. HRA observed no precontact or historic-period cultural materials during the survey.

HRA recommends that no further cultural resources study is necessary unless the project design changes substantially. In the event that archaeological deposits are inadvertently discovered during construction in any portion of the AI, procedures outlined in the project inadvertent discovery plan (IDP) should be followed (Appendix H).

9.2 Built Resources

Archival research indicated that there are no previously identified historic built-environment properties listed in or eligible for listing in the NRHP, WHR, or LLR located in the AI for the Project. Additionally, based on survey results, HRA recommends that no historic-period, built-environment resources surveyed for the Lakewood Station Non-Motorized Access Improvements project are eligible for listing in the NRHP, WHR, or LLR as historic properties. As no historic properties are present in the AI, HRA recommends that the Project will not impact historic, built-environment resources.

HRA recommends that no further built environment study is necessary unless the project design changes substantially.

10 REFERENCES CITED

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1932. Frolic's Villa to Celebrate Its Third Birthday, October 28.
1938. Max Frolic's New 'Dreamhouse' Opens Thursday, 6 P.M., May 25.
1939a. Dancing Every Night at New Club Moderne, October 20.
1939b. Club Moderne, Formerly Frolic's Villa, ad., December 30.
1944. 14 Acres, beautifully wooded, ad., January 23.
1955. Apt. gas range, 4-burner, ad., July 9.
1957. Building Permits, October 27.
1959. R. M. Steele, Conditional Permit, June 30.
1961. Congratulations Masonry Trade and Bricklayer Apprentices, ad., March 10.
1962a. Big Apartment Permit Issued, January 31.
1962b. Lakes Builder Gets Permit, February 4.
1962c. The Butler House, ad., December 4.
1962d. Population Growth Harasses School Officials, March 18.
1964. Developers Given Award, November 18.
1970. 2-Bdrm, ad., October 18.
1971. Near McChord, Ray Mar Apartments, ad., October 8.
1982a. Power Firm Names Manager, January 15.
1982b. Don Burr, Noted Architect, Dies, July 14.
1990. Boyd Lundstrom Is a Veteran of Previous Cityhood Battle, March 28.
1996. Jung Yong and Sun Soon Park, dba Olympic Grocery and Deli No. 3, November 17.
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1941. Tacoma South. Washington 1:62,500, topographic quadrangles. Washington, D.C.
1948. Steilacoom. Washington 1:24,000, topographic quadrangles. Washington, D.C.
1959. Steilacoom. Washington 1:24,000, topographic quadrangles. Washington, D.C.
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Appendix A

Lakewood Station Access Improvements Project
Aerial

SOUNDTRANSIT

Appendix B

Lakewood Plans – Preliminary

Appendix C

Site Record

SOUNDTRANSIT

Appendix D

Historic Maps

January 2024

Appendix E

Shovel Probe Table

SoundTransit

Appendix F

Built Environment Survey Results

SoundTransit

Appendix G

Historic Property Inventory Forms

SOUNDTRANSIT

Appendix H

Inadvertent Discovery Plan

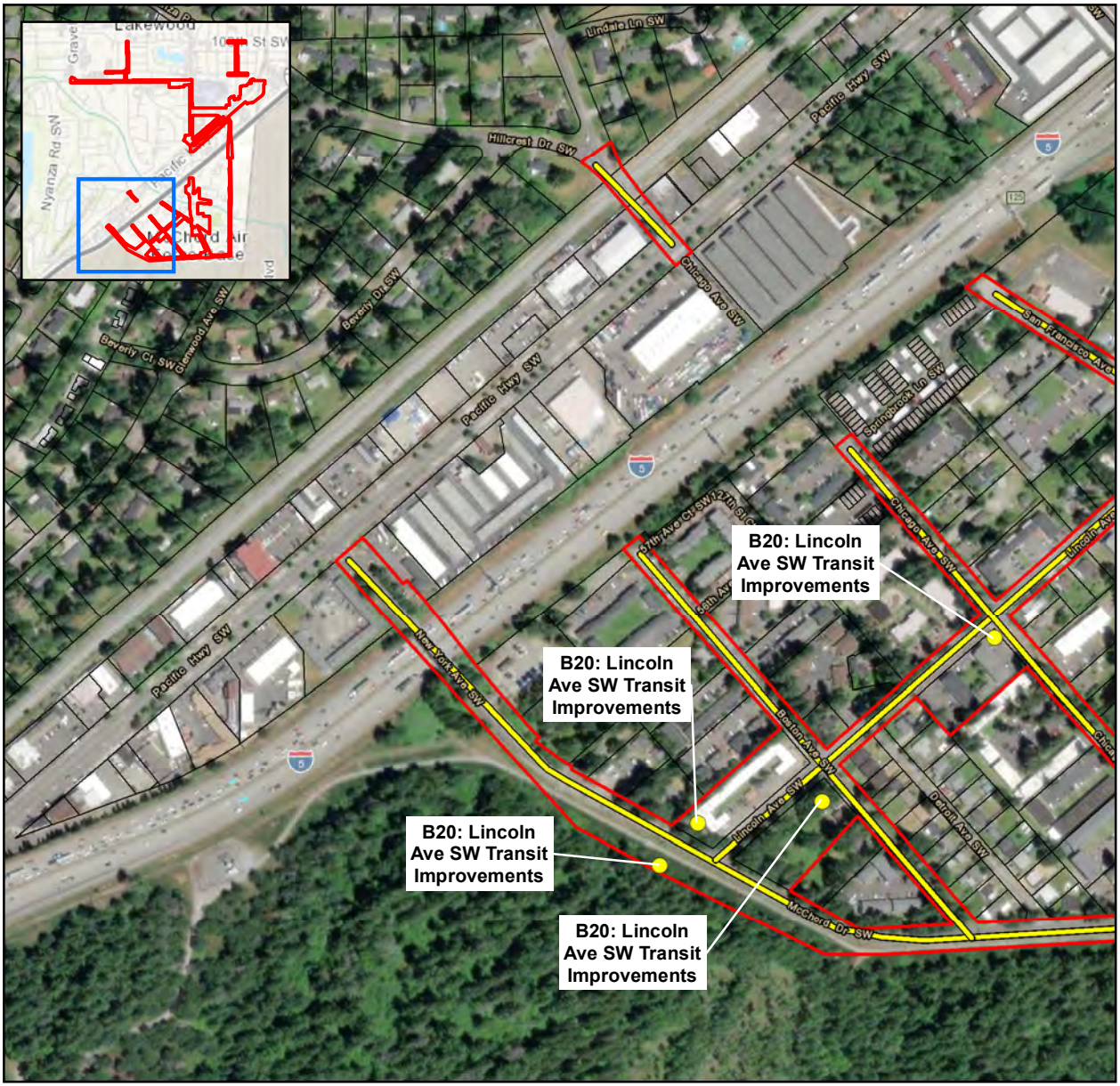
SOUNDTRANSIT

401 S Jackson St., Seattle, WA 98104 // 1-800-201-4900 / TTY Relay: 711 | main@soundtransit.org | soundtransit.org

Appendix A

Lakewood Station Access Improvements Project
Aerial

SOUNDTRANSIT



Lakewood Station Access Improvements Project Phase 2 Aerial Overview

- Project Improvement (Spot Location)
- Project Improvement
- Area of Impacts (AI)
- Tax Parcel

Date: 7/13/2023

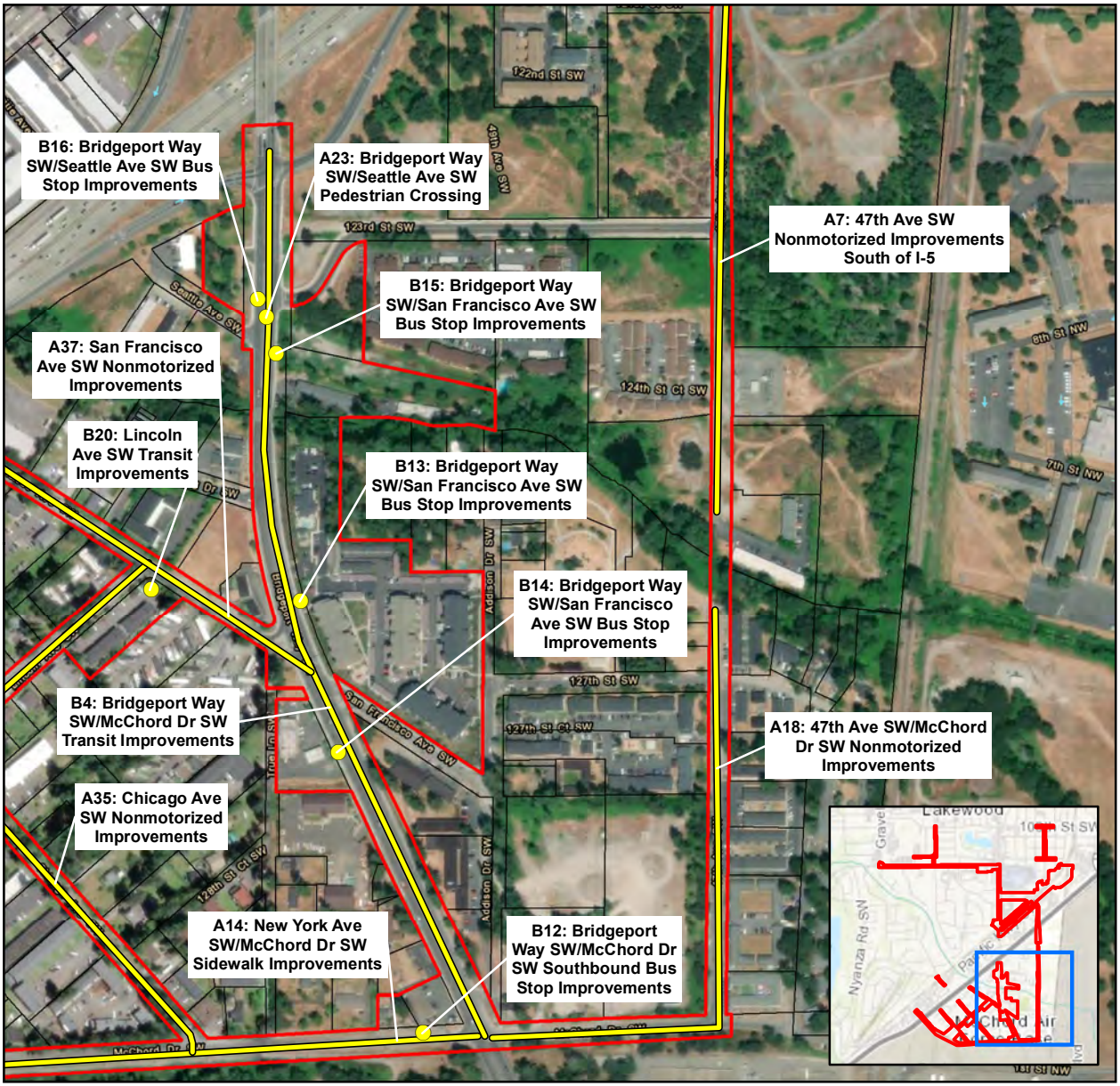
Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:6,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

0 150 300 600 Feet
0 50 100 200 Meters

N


B16: Bridgeport Way SW/Seattle Ave SW Bus Stop Improvements
A23: Bridgeport Way SW/Seattle Ave SW Pedestrian Crossing
A7: 47th Ave SW Nonmotorized Improvements South of I-5
B15: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements
A37: San Francisco Ave SW Nonmotorized Improvements
B20: Lincoln Ave SW Transit Improvements
B13: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements
B14: Bridgeport Way SW/San Francisco Ave SW Bus Stop Improvements
B4: Bridgeport Way SW/McChord Dr SW Transit Improvements
A18: 47th Ave SW/McChord Dr SW Nonmotorized Improvements
A35: Chicago Ave SW Nonmotorized Improvements
A14: New York Ave SW/McChord Dr SW Sidewalk Improvements
B12: Bridgeport Way SW/McChord Dr SW Southbound Bus Stop Improvements
122nd St SW
123rd St SW
124th St Ct SW
127th St SW
127th St Ct SW
Addison Dr SW
Seattle Ave SW
San Francisco Ave SW
McChord Dr W
8th St NW
7th St NW
Lakewood
Nyanza Rd SW

Lakewood Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement (Spot Location)

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:6,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

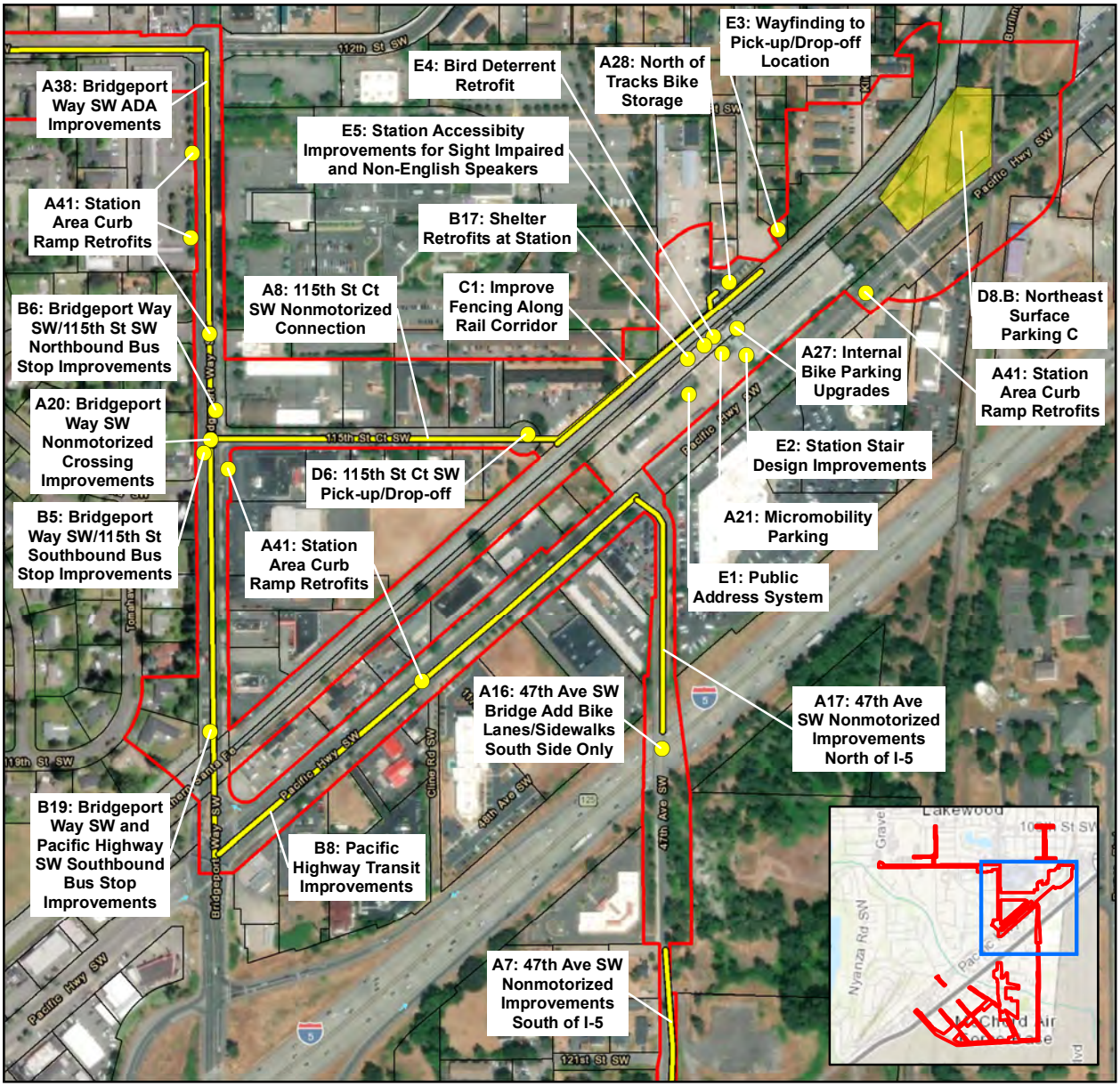
Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

0 150 300 600 Feet

0 50 100 200 Meters

N

Historical Research Associates, Inc., Seattle, WA


A38: Bridgeport Way SW ADA Improvements
A41: Station Area Curb Ramp Retrofits
B6: Bridgeport Way SW/115th St SW Northbound Bus Stop Improvements
A20: Bridgeport Way SW Nonmotorized Crossing Improvements
B5: Bridgeport Way SW/115th St Southbound Bus Stop Improvements
B19: Bridgeport Way SW and Pacific Highway SW Southbound Bus Stop Improvements
E4: Bird Deterrent Retrofit
E5: Station Accessibity Improvements for Sight Impaired and Non-English Speakers
B17: Shelter Retrofits at Station
A8: 115th St Ct SW Nonmotorized Connection
C1: Improve Fencing Along Rail Corridor
D6: 115th St Ct SW Pick-up/Drop-off
A41: Station Area Curb Ramp Retrofits
B8: Pacific Highway Transit Improvements
A16: 47th Ave SW Bridge Add Bike Lanes/Sidewalks South Side Only
A7: 47th Ave SW Nonmotorized Improvements South of I-5
E3: Wayfinding to Pick-up/Drop-off Location
A28: North of Tracks Bike Storage
A27: Internal Bike Parking Upgrades
E2: Station Stair Design Improvements
A21: Micromobility Parking
E1: Public Address System
A17: 47th Ave SW Nonmotorized Improvements North of I-5
D8.B: Northeast Surface Parking C
A41: Station Area Curb Ramp Retrofits
112th St SW
115th St Ct SW
Pacific Hwy SW
Bridgeport Way SW
47th Ave SW
121st St SW
Lakewood

Lakewood Station Access Improvements Project Phase 2 Aerial Overview

Project Improvement (Spot Location)

Project Improvement

Area of Impacts (AI)

Tax Parcel

Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:6,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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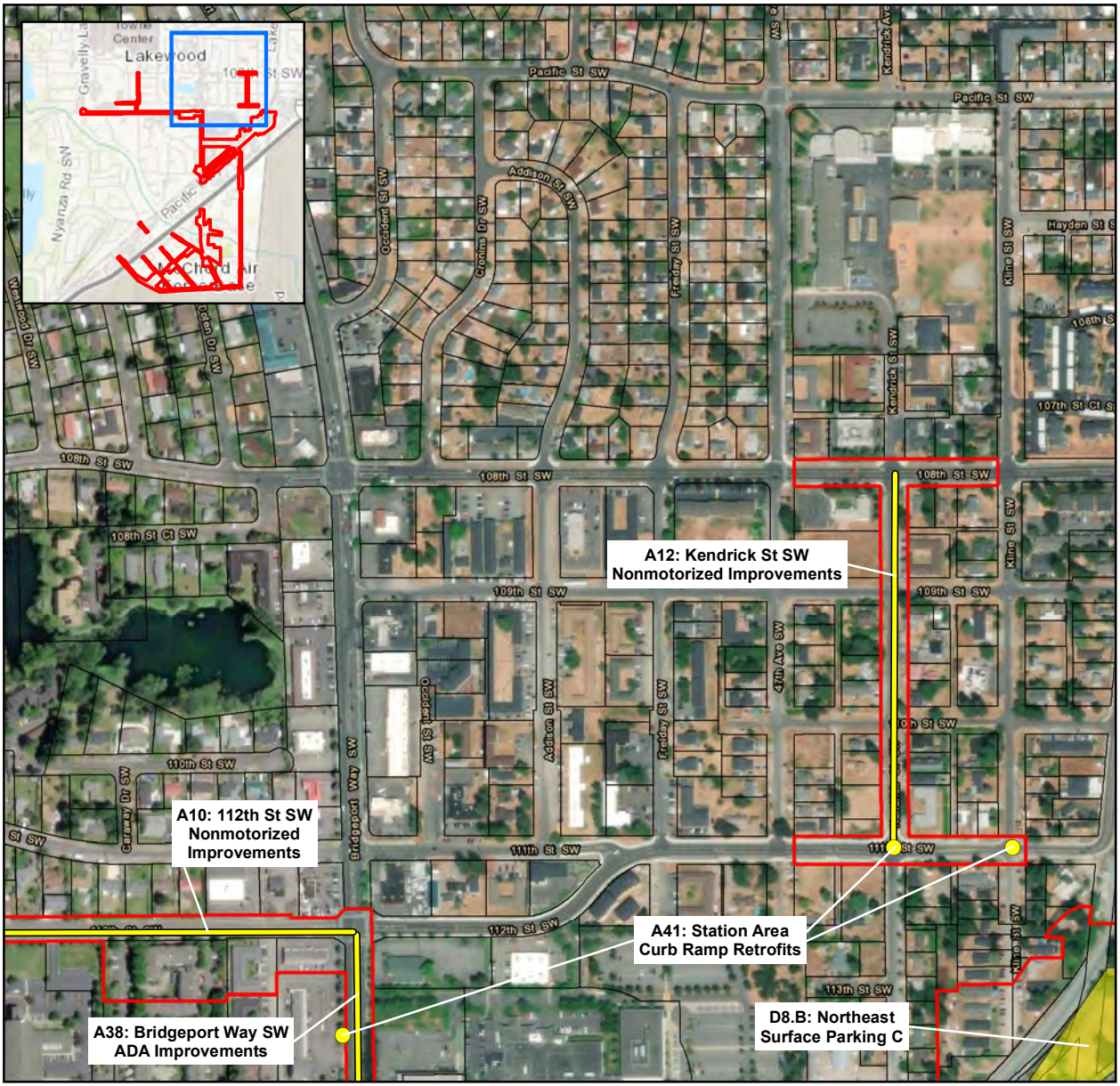

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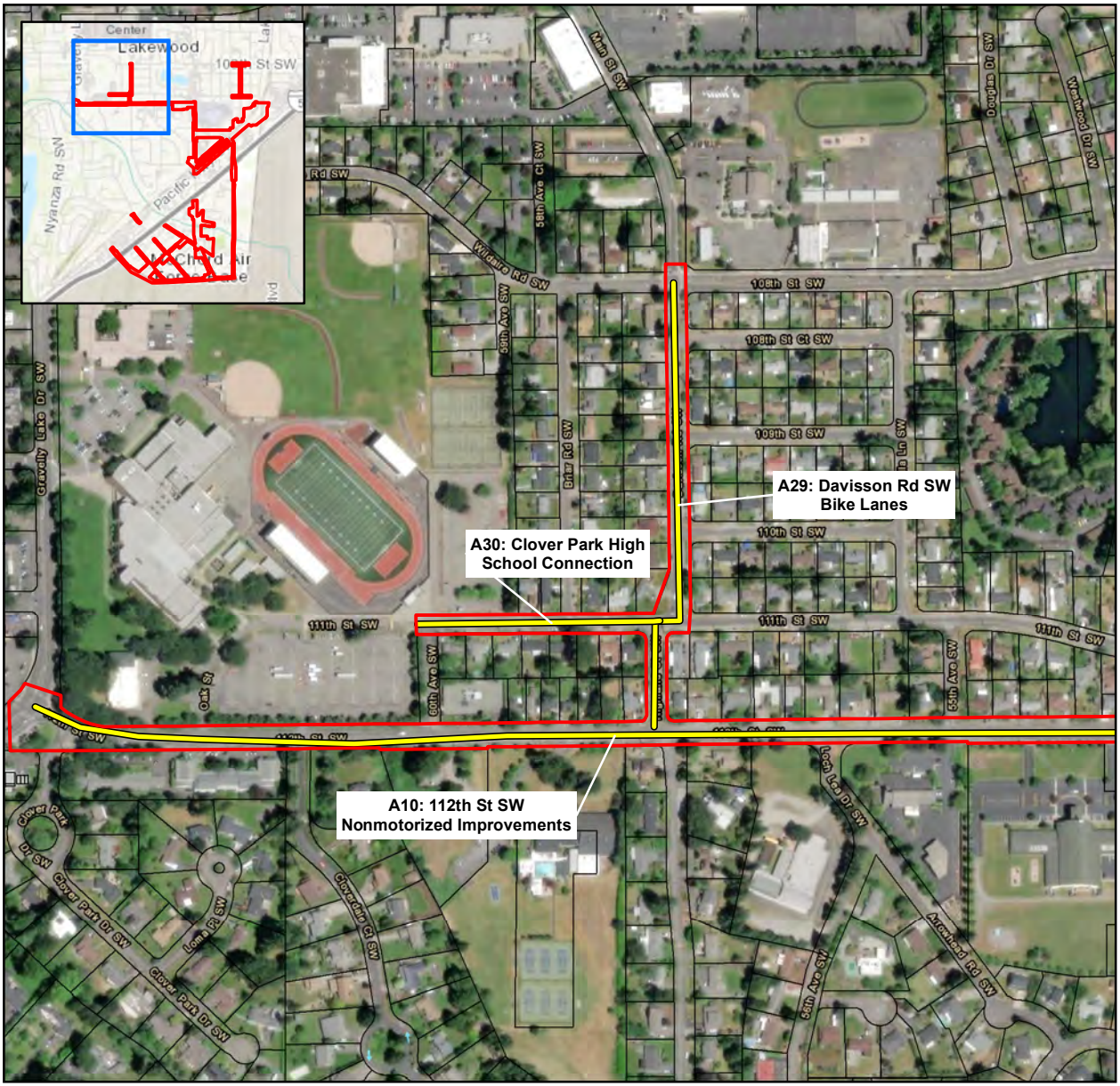

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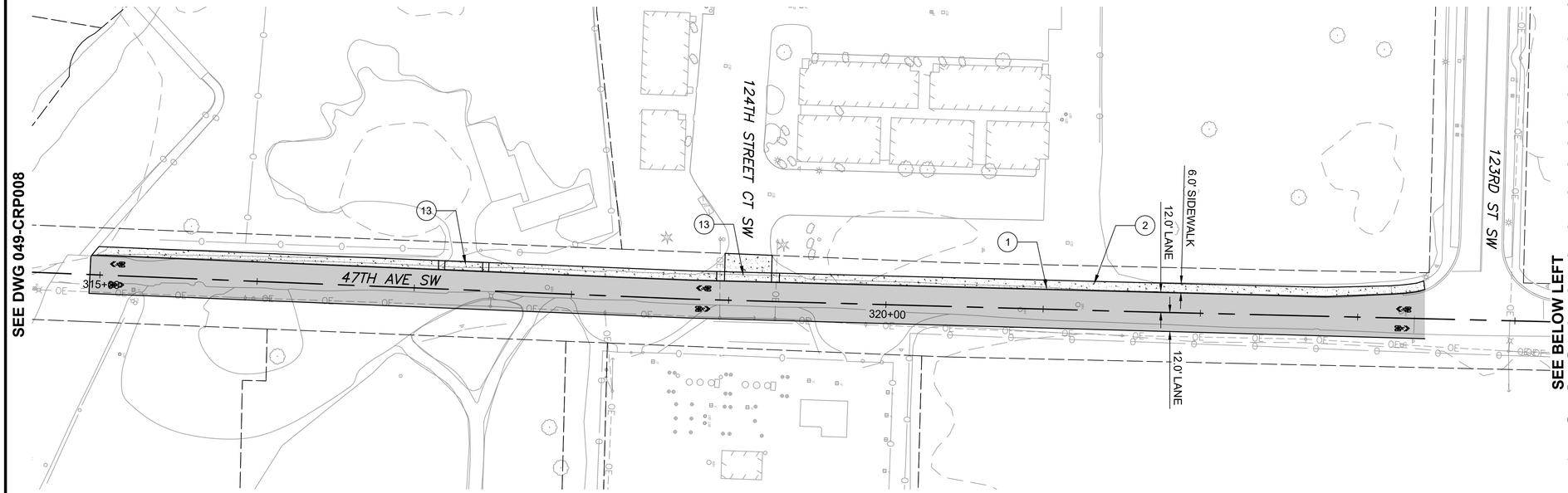
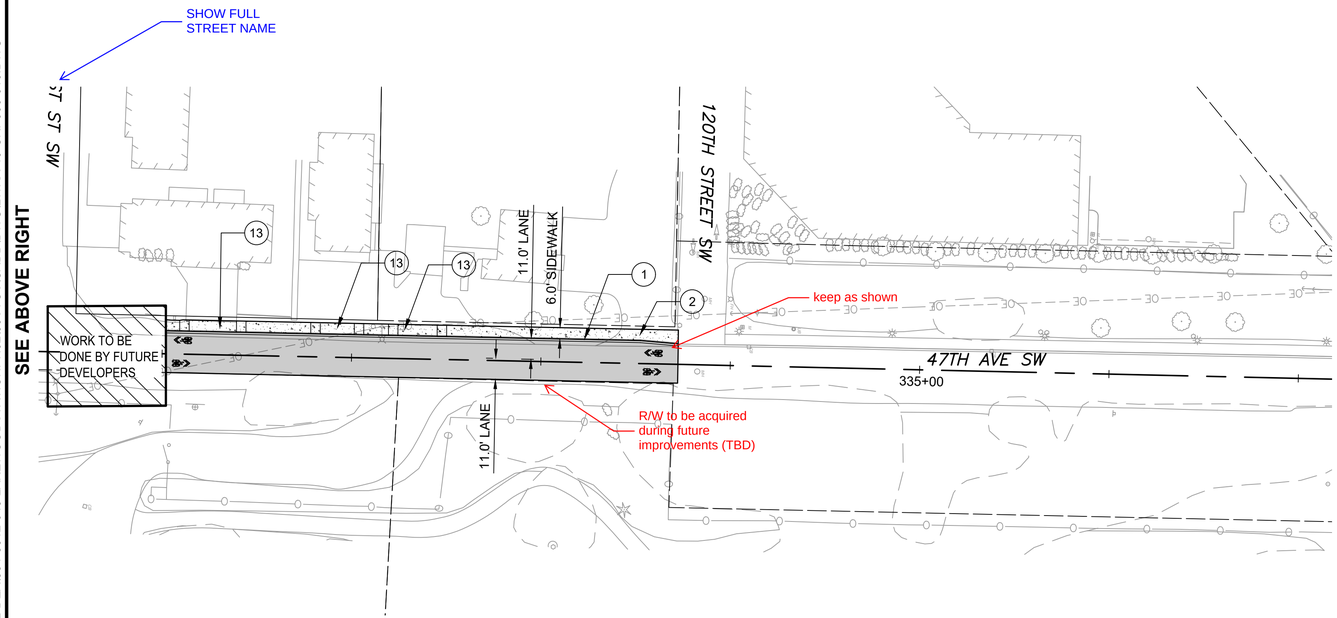
Historical Research Associates, Inc., Seattle, WA

Appendix B

Lakewood Plans – Preliminary

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-10-CRP100
xLWRA-15-CRP150





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- SAWCUT
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- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

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SCALE IN FEET

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/13/2023
REVIEWED BY: K YOUSSEF
DATE: H
SCALE: 1"=40'
FILENAME: LWRA-10-CRP006-010
CONTRACT No.: RTA/LR ----
DATE: 03/13/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
47TH AVE SW AND BRIDGEPORT WAY SW
CITY OF LAKEWOOD

DRAWING No.: 10-CRP009
FACILITY ID: X##
SHEET No.: #
REV: ----

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Xrefs:
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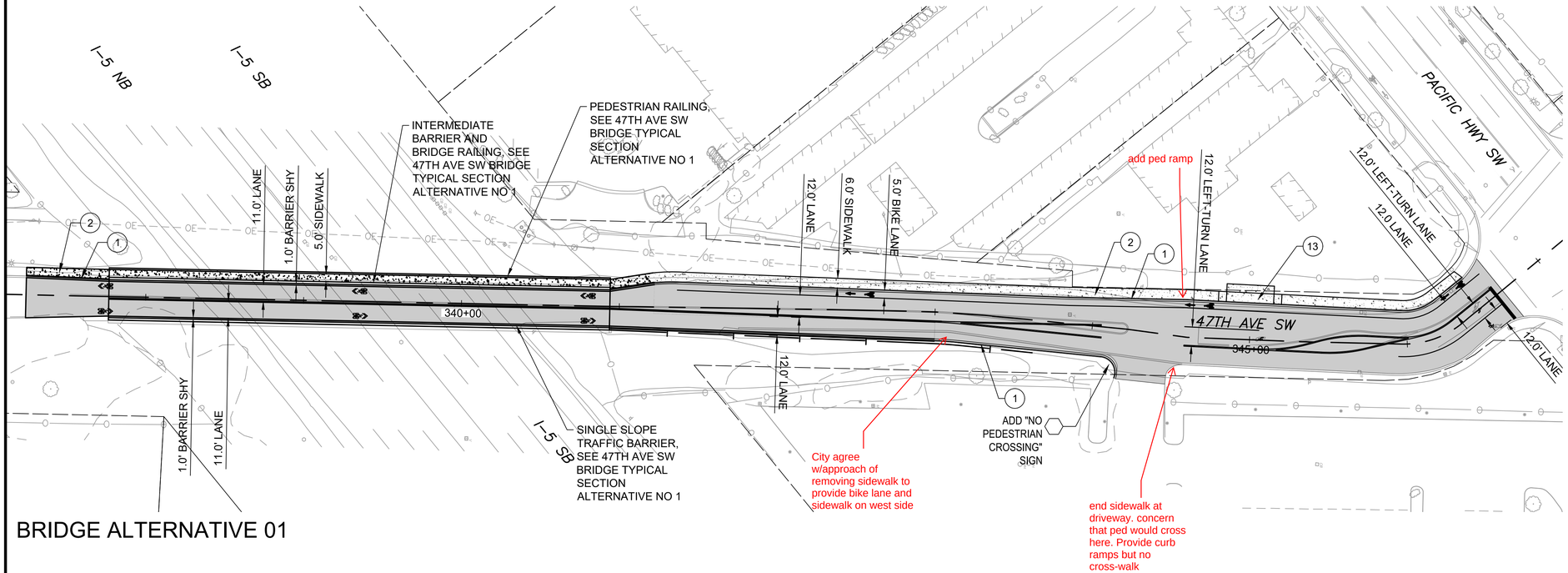
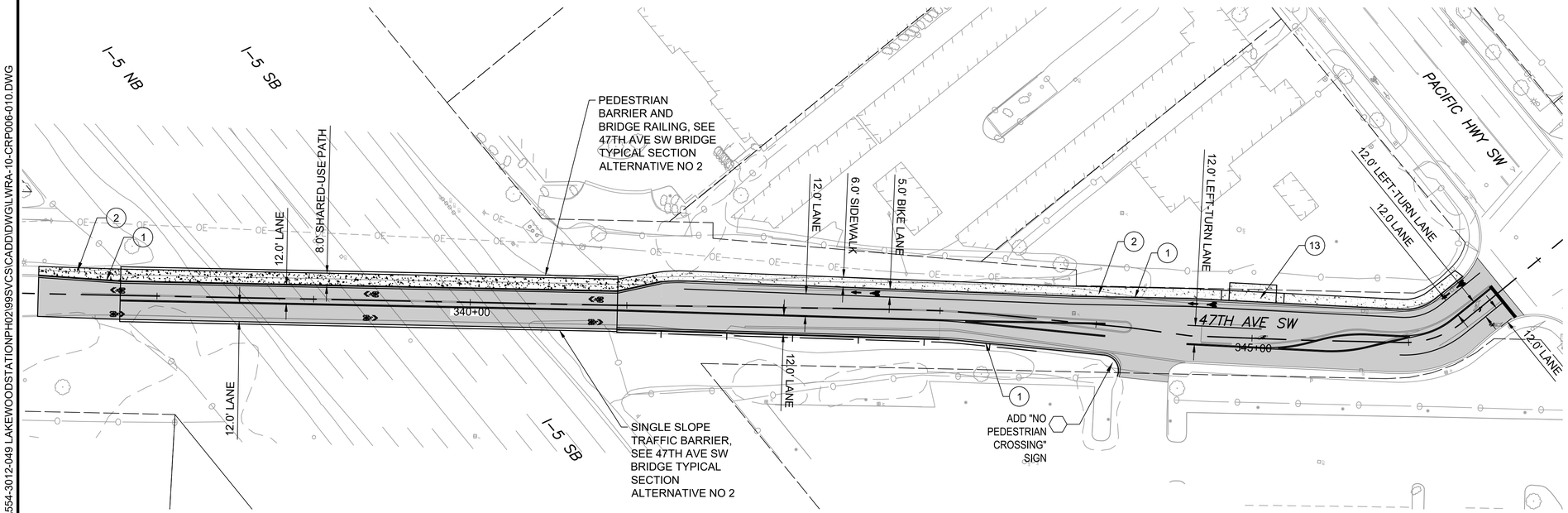
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-10-CRP100
xLWRA-15-CRP150


I-5 NB
I-5 SB
INTERMEDIATE BARRIER AND BRIDGE RAILING, SEE 47TH AVE SW BRIDGE TYPICAL SECTION ALTERNATIVE NO 1
PEDESTRIAN RAILING, SEE 47TH AVE SW BRIDGE TYPICAL SECTION ALTERNATIVE NO 1
11.0' LANE
1.0' BARRIER SHY
5.0' SIDEWALK
12.0' LANE
6.0' SIDEWALK
5.0' BIKE LANE
add ped ramp
12.0' LEFT-TURN LANE
PACIFIC HWY SW
12.0' LEFT-TURN LANE
12.0 LANE
340+00
47TH AVE SW
345+00
12.0' LANE
1.0' BARRIER SHY
11.0' LANE
SINGLE SLOPE TRAFFIC BARRIER, SEE 47TH AVE SW BRIDGE TYPICAL SECTION ALTERNATIVE NO 1
City agree w/approach of removing sidewalk to provide bike lane and sidewalk on west side
ADD "NO PEDESTRIAN CROSSING" SIGN
end sidewalk at driveway. concern that ped would cross here. Provide curb ramps but no cross-walk

BRIDGE ALTERNATIVE 01



BRIDGE ALTERNATIVE 02

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DRAFT
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03/14/23 | 7:56 AM | MAYBET
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No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/13/2023
REVIEWED BY: K YOUSSEF
DATE: H
SCALE: 1"=40'
FILENAME: LWRA-10-CRP006-010
CONTRACT No.: RTA/LR ----
DATE: 03/13/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
47TH AVE SW AND PACIFIC HWY SW
CITY OF LAKEWOOD

DRAWING No.: 10-CRP010
FACILITY ID: X##
SHEET No.: #
REV: ----

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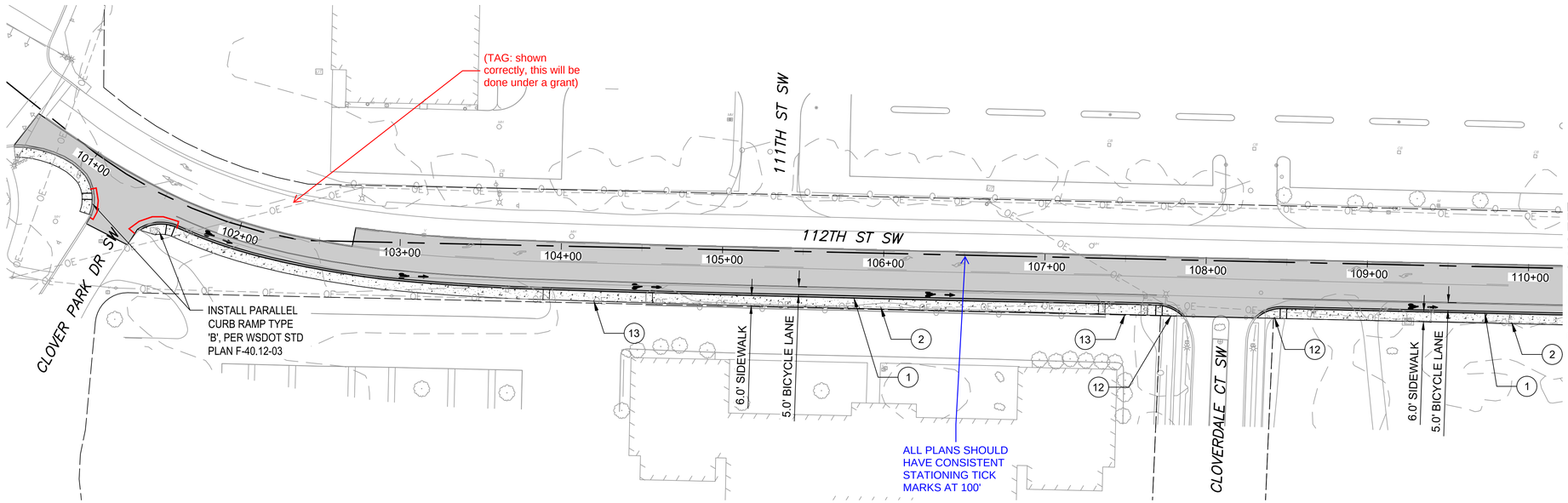
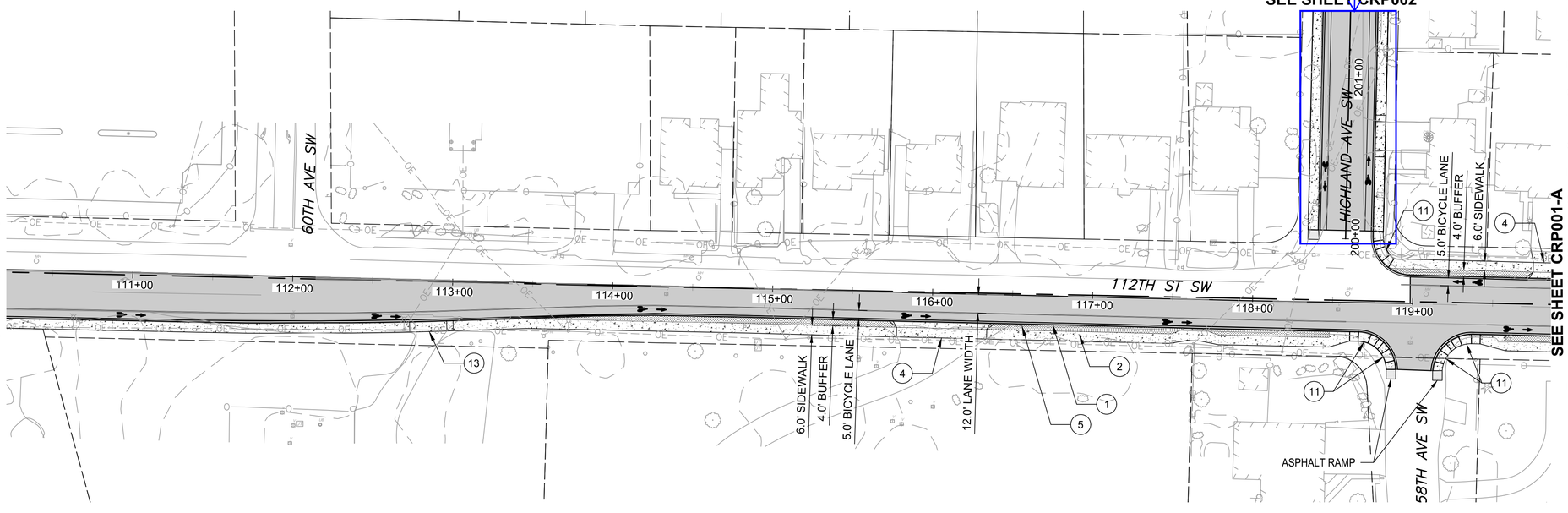
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-5-CRP050





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DRAFT PRINT

N

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SCALE IN FEET

AHJ: LIST AHJS

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No.	DATE	DSN	CHK	APP	REVISION

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DRAWN BY: B. WILLIAMS
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LINE IS 1" AT FULL SCALE

SUBMITTED BY: T. GONZALES | DATE: 3/14/2023
REVIEWED BY: K YOUSSEF | DATE: H
SOUNDTRANSIT | DATE: 03/14/2023

SCALE: 1"=40'
FILENAME: LWRA-05-CRP001-005
CONTRACT No.: RTA/LR ----

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2

CIVIL
112TH ST SW
CITY OF LAKEWOOD

DRAWING No.: 05-CRP001
FACILITY ID: X##
SHEET No.: # REV: ----

03/15/23 | 1:02 PM | OGDENSPE
\\PARAMETRIX.COM\PMX\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-05-CRP001-005.DWG

Xrefs:
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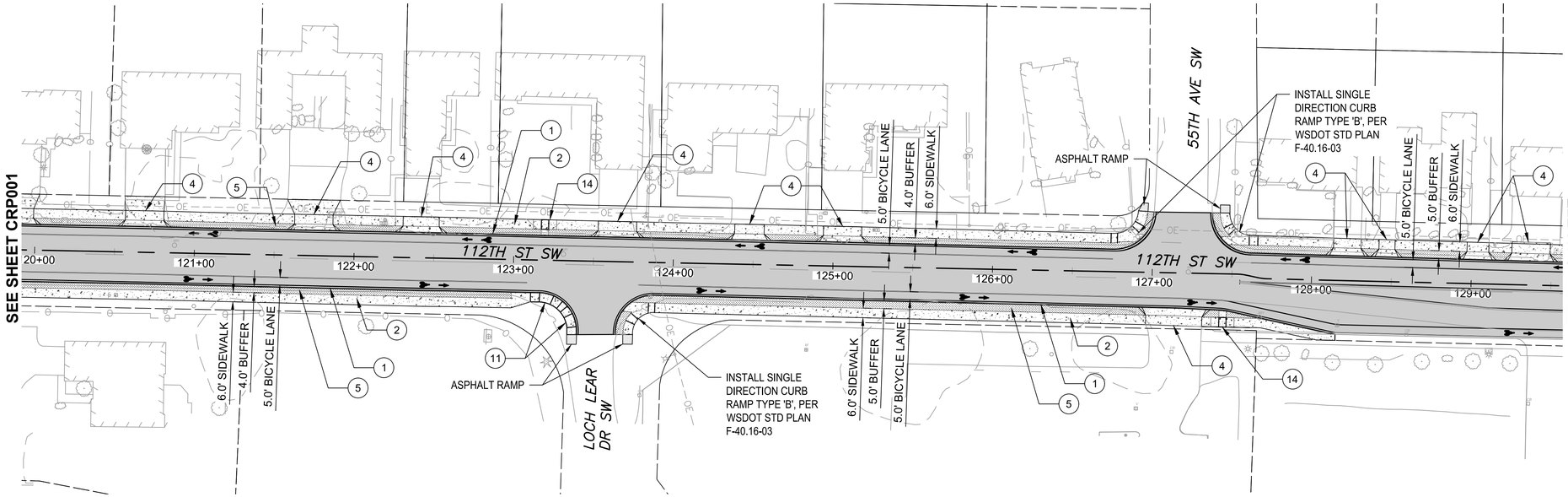

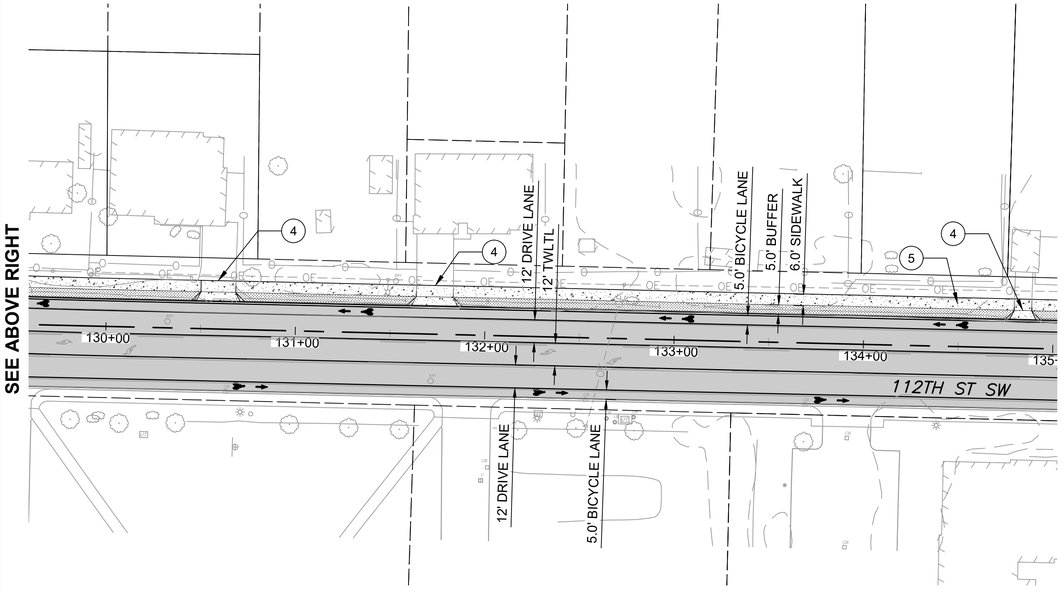

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DATE: H

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FILENAME: LWRA-05-CRP001-005
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PHASE 2

CIVIL
112TH ST SW
CITY OF LAKEWOOD

DRAWING No.: 05-CRP001-A
FACILITY ID: X##
SHEET No.: # REV: ----

03/15/23 | 1:02 PM | OGDENSPE
\\PARAMETRIX.COM\PMX\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-05-CRP001-005.DWG

Xrefs:
RLE-GB-TB22x34
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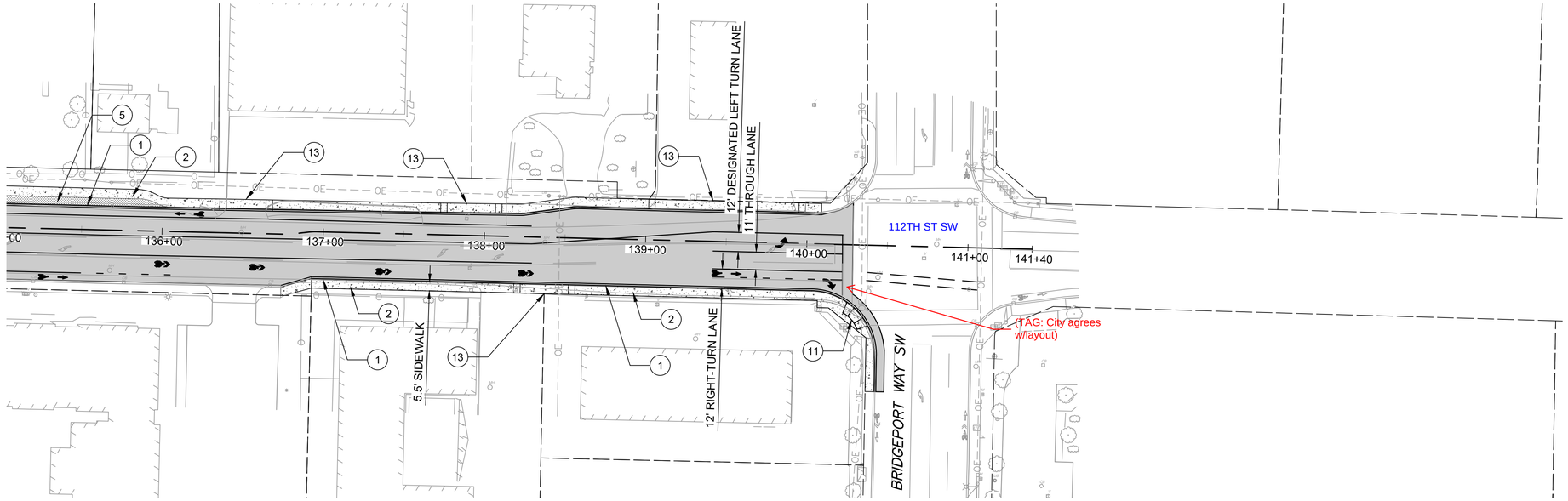
xLWRA-5-CRP050

SEE SHEET CRP001-A



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. ILLUMINATION SHALL BE PER CITY STANDARD, NOT SHOWN THESE SHEETS.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

- MILL & OVERLAY ASPHALT CONC PVMT
- ASPHALT RAMP
- LANDSCAPING
- CEMENT CONCRETE SIDEWALK
- TRAFFIC CURB AND GUTTER
- GRAVEL EDGE
- PAVEMENT STRIPING
- SAWCUT
- TEMPORARY EASEMENT
- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT
PRINT

N

40 20 0 40 80
SCALE IN FEET

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/14/2023
REVIEWED BY: K YOUSSEF
DATE: H

SCALE: 1"=40'
FILENAME: LWRA-05-CRP001-005
CONTRACT No.: RTA/LR ----
DATE: 03/14/2023

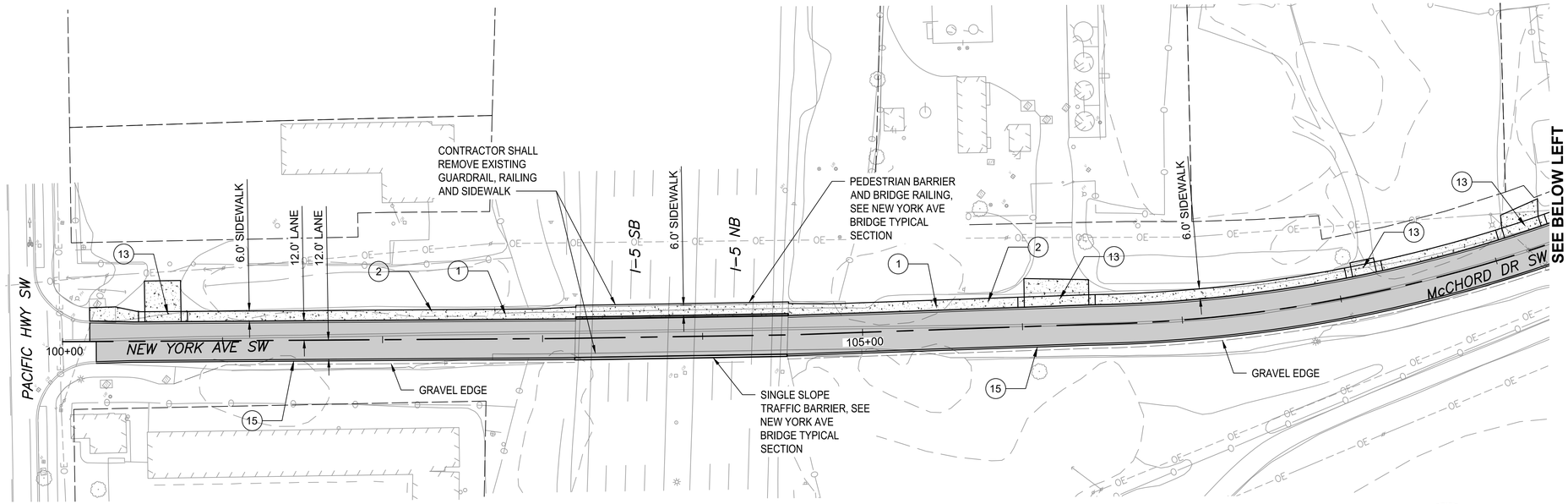
LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2

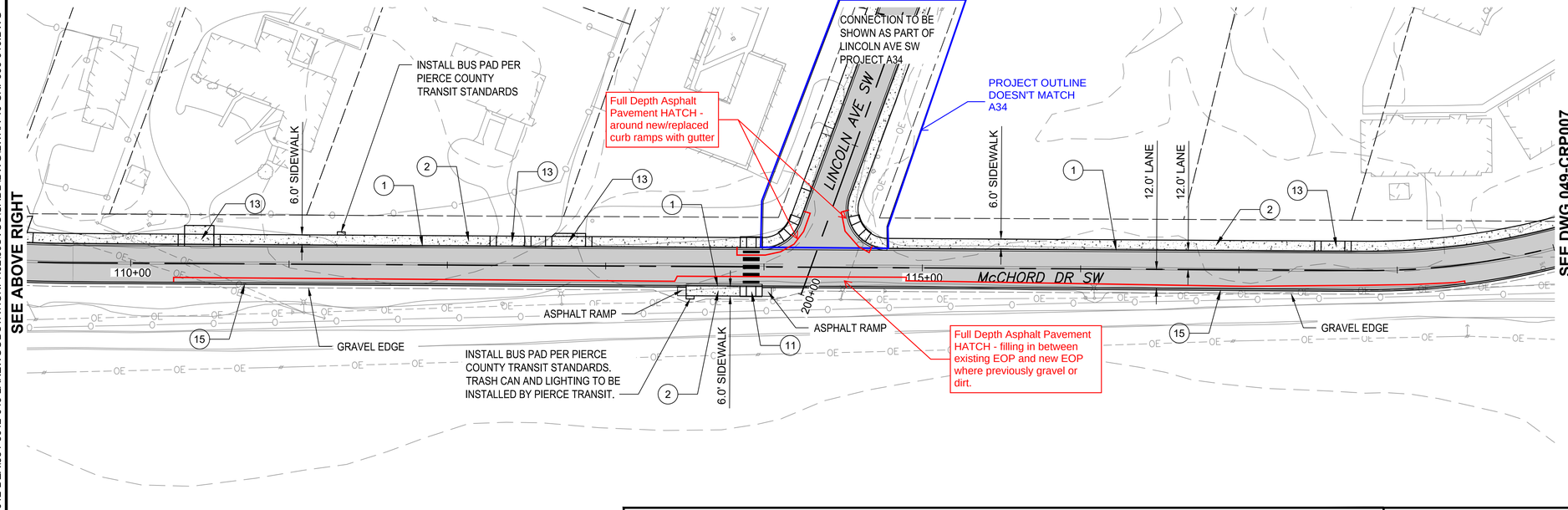
CIVIL
112TH ST SW
CITY OF LAKEWOOD

DRAWING No.: 05-CRP001-B
FACILITY ID: X##
SHEET No.: # REV: ----

03/15/23 | 1:03 PM | OGDENSPE
\\PARAMETRIX.COM\PMX\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-05-CRP001-005.DWG

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-10-CRP100
xLWRA-15-CRP150




INSTALL BUS PAD PER PIERCE COUNTY TRANSIT STANDARDS
Full Depth Asphalt Pavement HATCH - around new/replaced curb ramps with gutter
CONNECTION TO BE SHOWN AS PART OF LINCOLN AVE SW PROJECT A34
LINCOLN AVE SW
PROJECT OUTLINE DOESN'T MATCH A34
6.0' SIDEWALK
12.0' LANE
12.0' LANE
SEE ABOVE RIGHT
110+00
115+00
McCHORD DR SW
200+00
ASPHALT RAMP
ASPHALT RAMP
GRAVEL EDGE
GRAVEL EDGE
INSTALL BUS PAD PER PIERCE COUNTY TRANSIT STANDARDS. TRASH CAN AND LIGHTING TO BE INSTALLED BY PIERCE TRANSIT.
6.0' SIDEWALK
Full Depth Asphalt Pavement HATCH - filling in between existing EOP and new EOP where previously gravel or dirt.
SEE DWG 049-CRP007

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. ILLUMINATION SHALL BE PER CITY STANDARD, NOT SHOWN THESE SHEETS.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

40 20 0 40 80
SCALE IN FEET

LEGEND:
- MILL & OVERLAY ASPHALT CONC PVMT
- ASPHALT RAMP
- LANDSCAPING
- CEMENT CONCRETE SIDEWALK
- TRAFFIC CURB AND GUTTER
- GRAVEL EDGE
- PAVEMENT STRIPING
- SAWCUT
- TEMPORARY EASEMENT
- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

40 20 0 40 80
SCALE IN FEET

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/9/2023
REVIEWED BY: K YOUSSEF
DATE: H
DATE: 03/09/2023

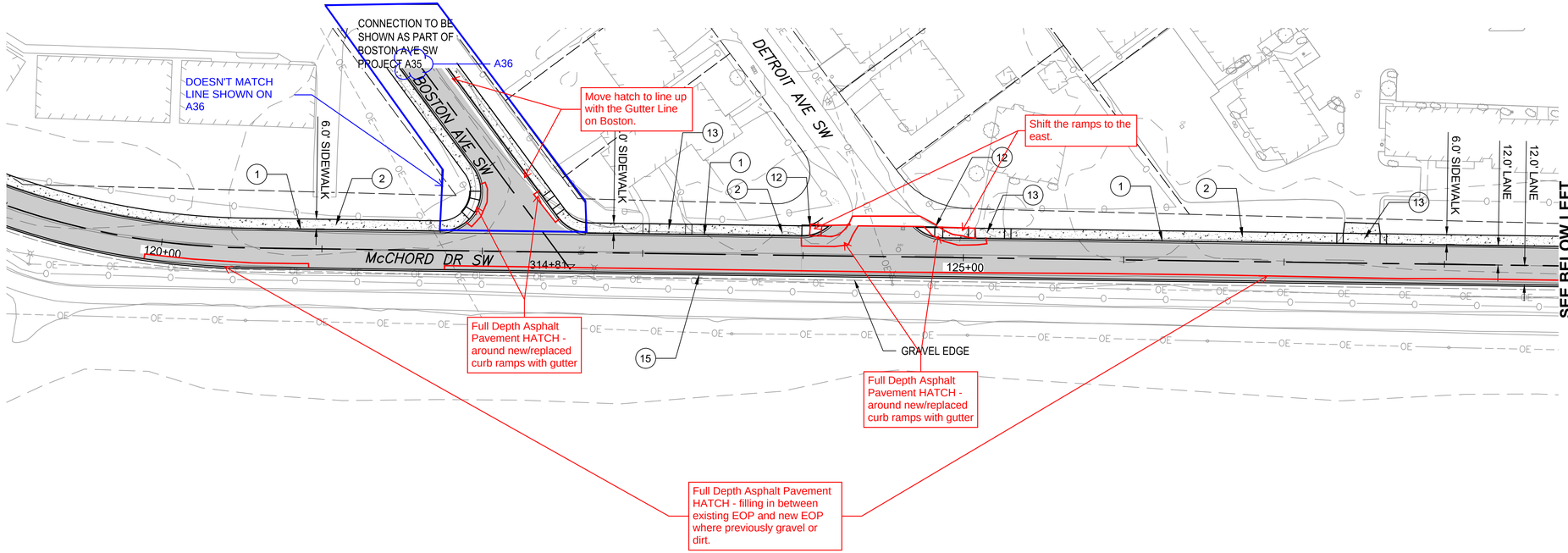
SCALE: 1"=40'
FILENAME: LWRA-10-CRP006-010
CONTRACT No.: RTA/LR ----

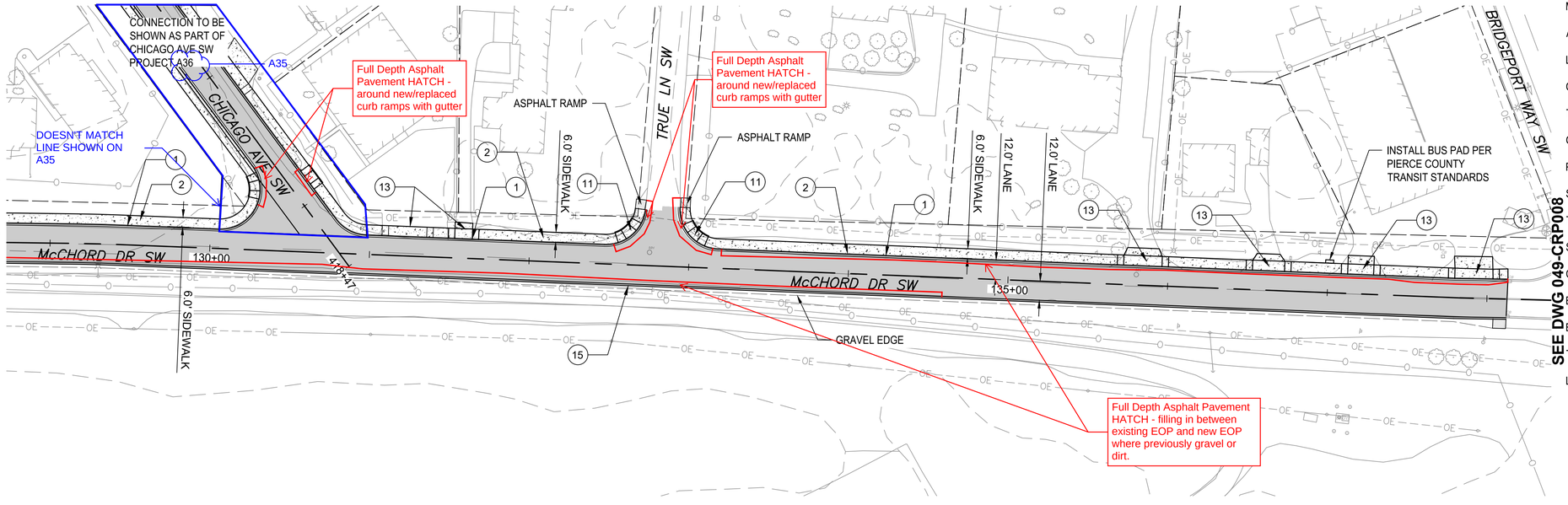
LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
##########
CITY OF LAKEWOOD

DRAWING No.: 10-CRP006
FACILITY ID: X##
SHEET No.: #
REV: ----

03/10/23 | 1:51 PM | MAYBET
U:\PSO\PROJECTS\CLIENTS\3012-DEAI\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-10-CRP006-010.DWG

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-10-CRP100
xLWRA-15-CRP150


CONNECTION TO BE SHOWN AS PART OF BOSTON AVE SW PROJECT A35
A36
DOESN'T MATCH LINE SHOWN ON A36
BOSTON AVE SW
DETROIT AVE SW
Move hatch to line up with the Gutter Line on Boston.
Shift the ramps to the east.
6.0' SIDEWALK
12.0' LANE
McCHORD DR SW
120+00
314+81
125+00
SEE DWG 049-CRP006
SEE BELOW LEFT
Full Depth Asphalt Pavement HATCH - around new/replaced curb ramps with gutter
GRAVEL EDGE
Full Depth Asphalt Pavement HATCH - filling in between existing EOP and new EOP where previously gravel or dirt.


CONNECTION TO BE SHOWN AS PART OF CHICAGO AVE SW PROJECT A36
A35
DOESN'T MATCH LINE SHOWN ON A35
CHICAGO AVE SW
Full Depth Asphalt Pavement HATCH - around new/replaced curb ramps with gutter
ASPHALT RAMP
TRUE LN SW
BRIDGEPORT WAY SW
6.0' SIDEWALK
12.0' LANE
INSTALL BUS PAD PER PIERCE COUNTY TRANSIT STANDARDS
McCHORD DR SW
130+00
135+00
SEE ABOVE RIGHT
SEE DWG 049-CRP008
GRAVEL EDGE
Full Depth Asphalt Pavement HATCH - filling in between existing EOP and new EOP where previously gravel or dirt.

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. ILLUMINATION SHALL BE PER CITY STANDARD, NOT SHOWN THESE SHEETS.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:
- MILL & OVERLAY ASPHALT CONC PVMT
- ASPHALT RAMP
- LANDSCAPING
- CEMENT CONCRETE SIDEWALK
- TRAFFIC CURB AND GUTTER
- GRAVEL EDGE
- PAVEMENT STRIPING
- SAWCUT
- TEMPORARY EASEMENT
- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

N

40 20 0 40 80
SCALE IN FEET

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/9/2023
REVIEWED BY: K YOUSSEF
DATE: H
DATE: 03/09/2023

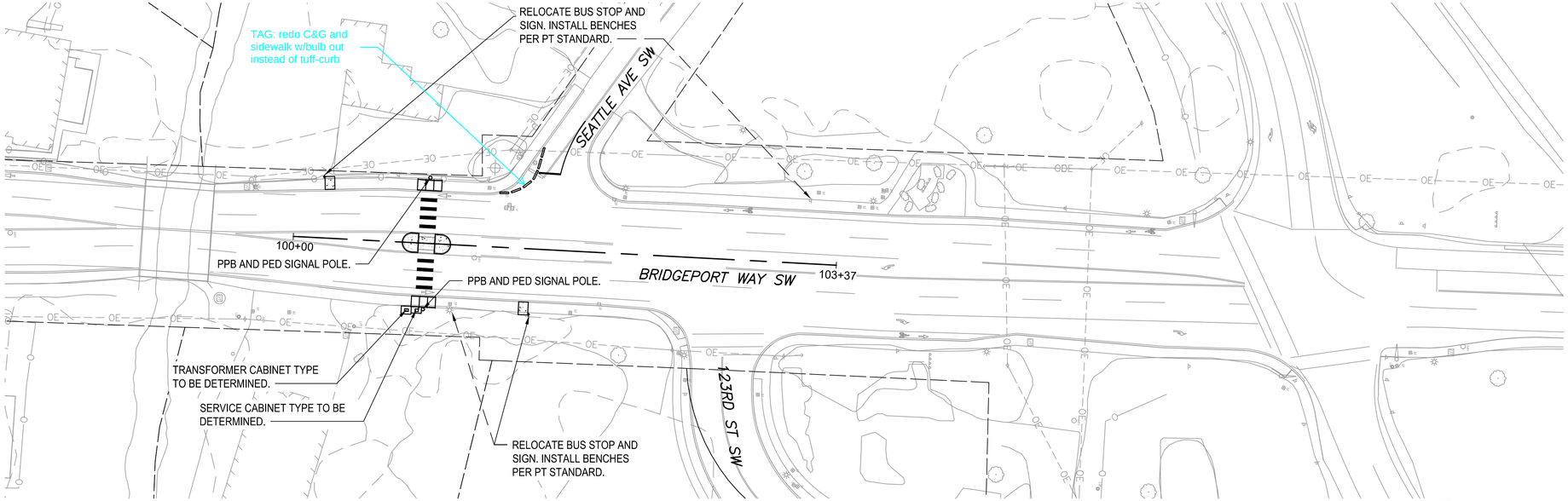
SCALE: 1"=40'
FILENAME: LWRA-10-CRP006-010
CONTRACT No.: RTA/LR ----

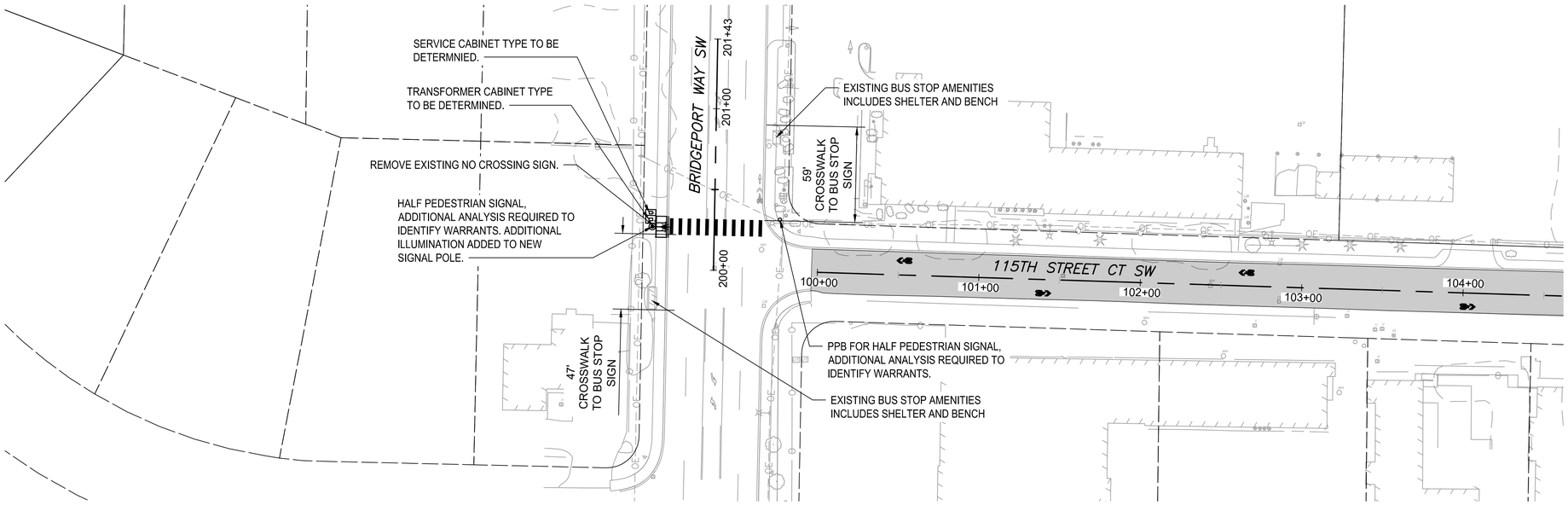
LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
##########
CITY OF LAKEWOOD

DRAWING No.: 10-CRP007
FACILITY ID: X##
SHEET No.: #
REV: ----

03/10/23 | 1:52 PM | MAYBET
U:\PSO\PROJECTS\CLIENTS\3012-DEAI\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-10-CRP006-010.DWG

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-15-CRP150
xLWRA-5-CRP050
xLWRA-20-CRP200
LWRA-10-CRP006-010


TAG: redo C&G and sidewalk w/bulb out instead of tuff-curb
RELOCATE BUS STOP AND SIGN. INSTALL BENCHES PER PT STANDARD.
SEATTLE AVE SW
100+00
PPB AND PED SIGNAL POLE.
PPB AND PED SIGNAL POLE.
BRIDGEPORT WAY SW
103+37
TRANSFORMER CABINET TYPE TO BE DETERMINED.
SERVICE CABINET TYPE TO BE DETERMINED.
RELOCATE BUS STOP AND SIGN. INSTALL BENCHES PER PT STANDARD.
123RD ST SW


SEE ABOVE RIGHT
SERVICE CABINET TYPE TO BE DETERMNIED.
TRANSFORMER CABINET TYPE TO BE DETERMINED.
REMOVE EXISTING NO CROSSING SIGN.
HALF PEDESTRIAN SIGNAL, ADDITIONAL ANALYSIS REQUIRED TO IDENTIFY WARRANTS. ADDITIONAL ILLUMINATION ADDED TO NEW SIGNAL POLE.
BRIDGEPORT WAY SW
201+43
201+00
200+00
EXISTING BUS STOP AMENITIES INCLUDES SHELTER AND BENCH
59' CROSSWALK TO BUS STOP SIGN
115TH STREET CT SW
100+00
101+00
102+00
103+00
104+00
47' CROSSWALK TO BUS STOP SIGN
PPB FOR HALF PEDESTRIAN SIGNAL, ADDITIONAL ANALYSIS REQUIRED TO IDENTIFY WARRANTS.
EXISTING BUS STOP AMENITIES INCLUDES SHELTER AND BENCH

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. ILLUMINATION SHALL BE PER CITY STANDARD, NOT SHOWN THESE SHEETS.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

N

40 20 0 40 80
SCALE IN FEET

LEGEND:
- MILL & OVERLAY ASPHALT CONC PVMT
- ASPHALT RAMP
- LANDSCAPING
- CEMENT CONCRETE SIDEWALK
- TRAFFIC CURB AND GUTTER
- GRAVEL EDGE
- PAVEMENT STRIPING
- SAWCUT
- TEMPORARY EASEMENT
- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

N

40 20 0 40 80
SCALE IN FEET

03/10/23 | 2:04 PM | MAYBET
U:\PSO\PROJECTS\CLIENTS\3012-DEAI\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-20-CRP016-017.DWG

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

SUBMITTED BY: T. GONZALES
DATE: 3/10/2023

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

REVIEWED BY: K YOUSSEF
DATE: H

LINE IS 1" AT FULL SCALE

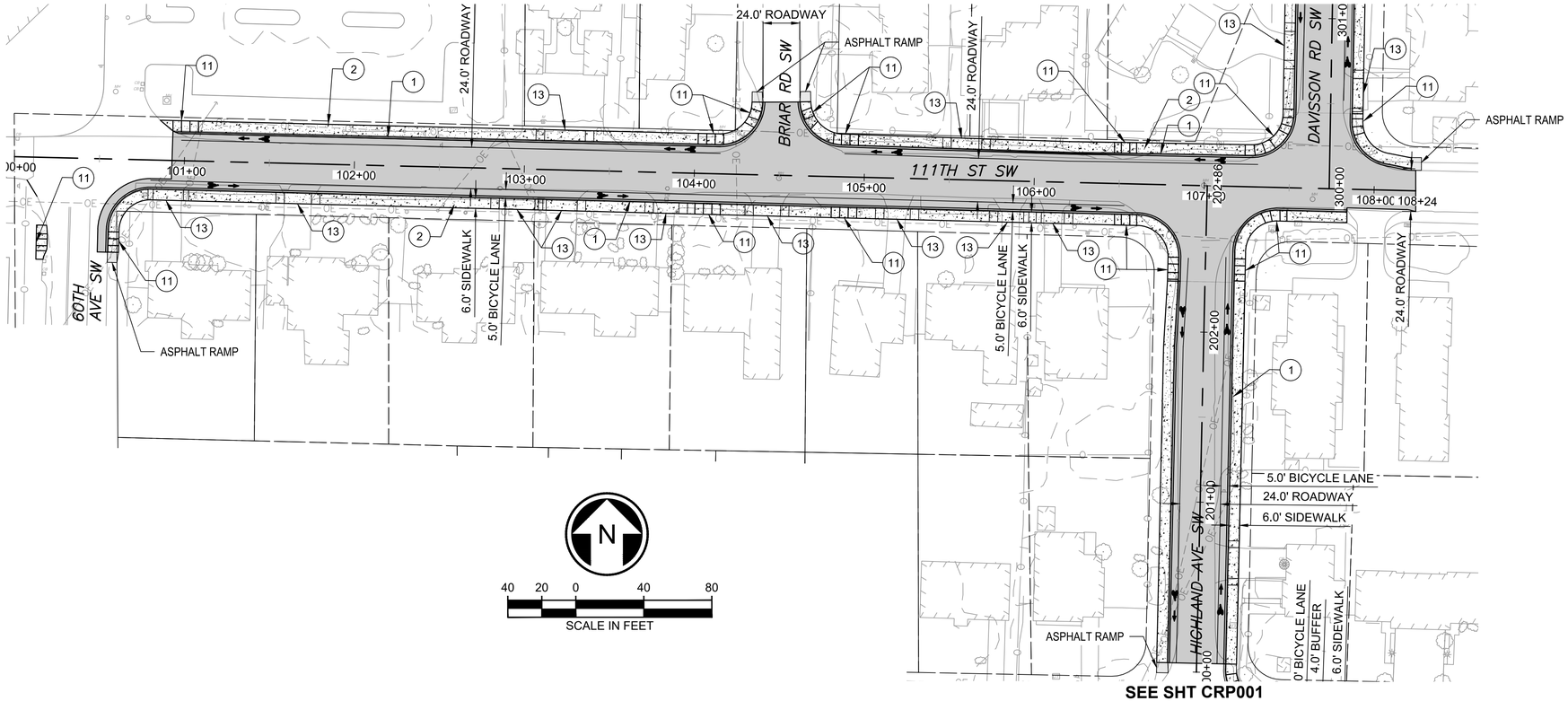
SOUNDTRANSIT

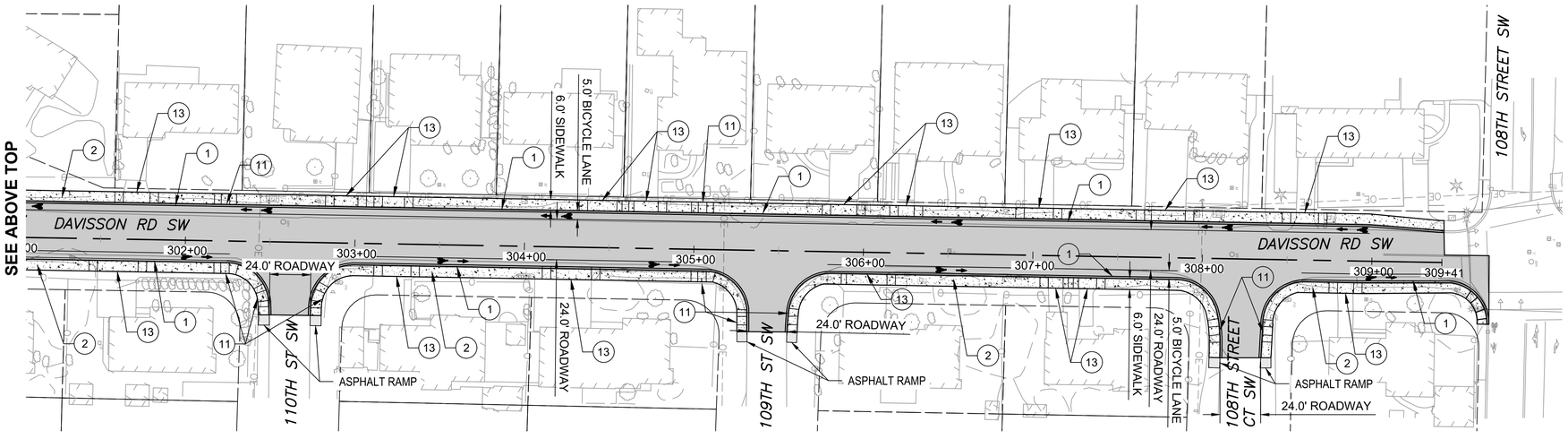
SCALE: 1"=40'
FILENAME: LWRA-20-CRP016-017
CONTRACT No.: RTA/LR ----
DATE: 03/10/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
BRIDGEPORT WAY SW NON MOTORIZED CROSSINGS
CITY OF LAKEWOOD

DRAWING No.: 20-CRP017
FACILITY ID: X##
SHEET No.: #
REV: ----

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-5-CRP050





CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. ILLUMINATION SHALL BE PER CITY STANDARD, NOT SHOWN THESE SHEETS.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

- MILL & OVERLAY ASPHALT CONC PVMT
- ASPHALT RAMP
- LANDSCAPING
- CEMENT CONCRETE SIDEWALK
- TRAFFIC CURB AND GUTTER
- GRAVEL EDGE
- PAVEMENT STRIPING
- SAWCUT
- TEMPORARY EASEMENT
- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

40 20 0 40 80
SCALE IN FEET

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES | DATE: 3/10/2023
REVIEWED BY: K YOUSSEF | DATE: H
SCALE: 1"=40' | DATE: 03/10/2023
FILENAME: LWRA-05-CRP001-005
CONTRACT No.: RTA/LR ----

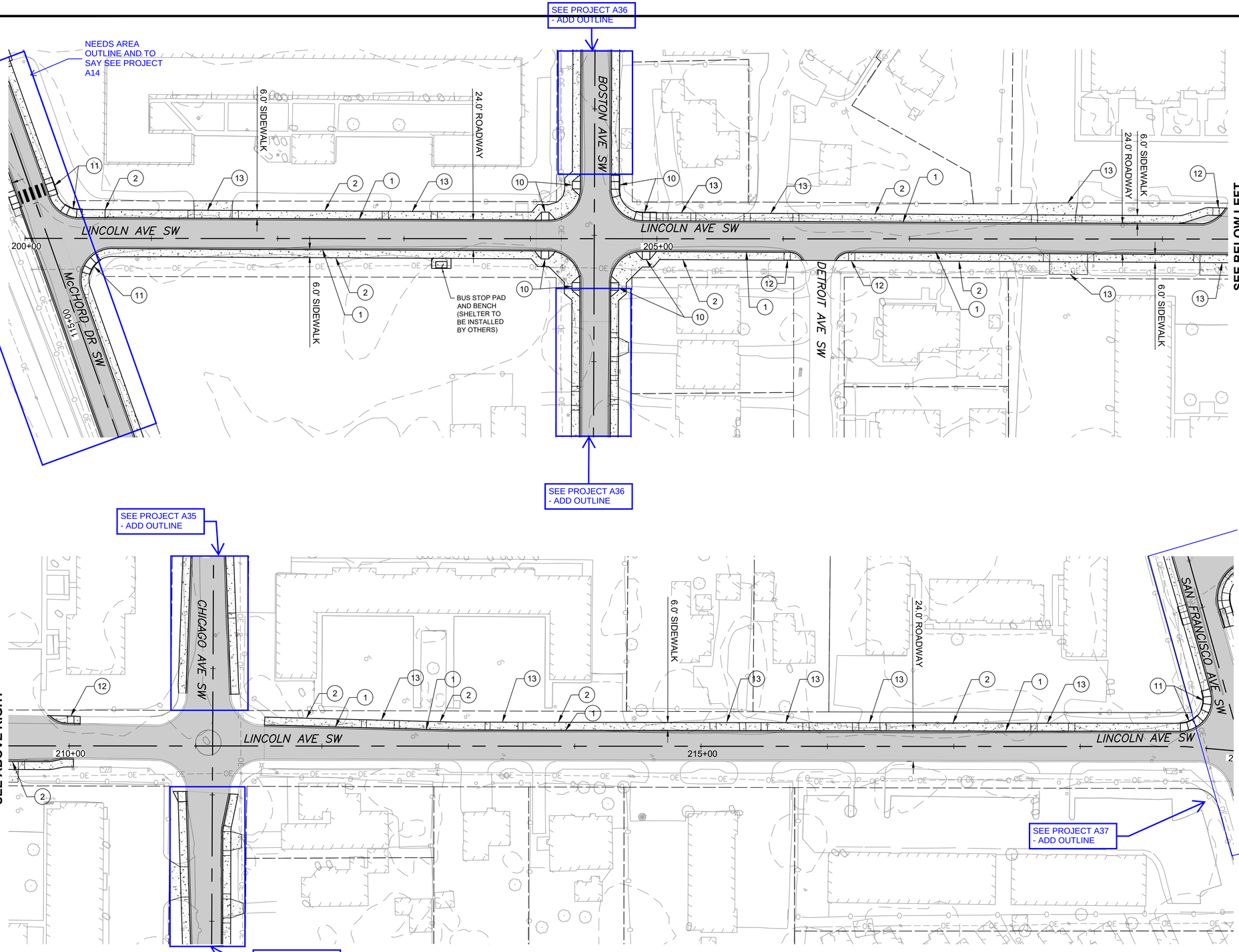
LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2

CIVIL
111TH ST, HIGHLAND AVE AND DAVISSON RD SW
CITY OF LAKEWOOD

DRAWING No.: 05-CRP002
FACILITY ID: X##
SHEET No.: # | REV: ----

03/10/23 | 3:50 PM | OGDENSPE
\\PARAMETRIX.COM\PMX\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-05-CRP0001-005.DWG

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-15-CRP150
xLWRA-5-CRP050



CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
3. CENTERLINE ALIGNMENTS GENERATED BY GIS RIGHT-OF-WAY LINES, NO FIELD SURVEY WAS CONDUCTED TO VERIFY ALIGNMENTS.
4. MAILBOXES IN CONFLICT WITH WORK TO BE RELOCATED.
5. ILLUMINATION SHALL BE PER CITY STANDARD, NOT SHOWN THESE SHEETS.
6. STANDARD BIKE WAYFINDING SIGNAGE TO BE INCLUDED AS NECESSARY.

LEGEND:

- MILL & OVERLAY ASPHALT CONC PVMT
- ASPHALT RAMP
- LANDSCAPING
- CEMENT CONCRETE SIDEWALK
- TRAFFIC CURB AND GUTTER
- GRAVEL EDGE
- PAVEMENT STRIPING
- SAWCUT
- TEMPORARY EASEMENT
- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT
PRINT

40 20 0 40 80
SCALE IN FEET

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/13/2023
REVIEWED BY: K YOUSSEF
DATE: H
DATE: 03/13/2023

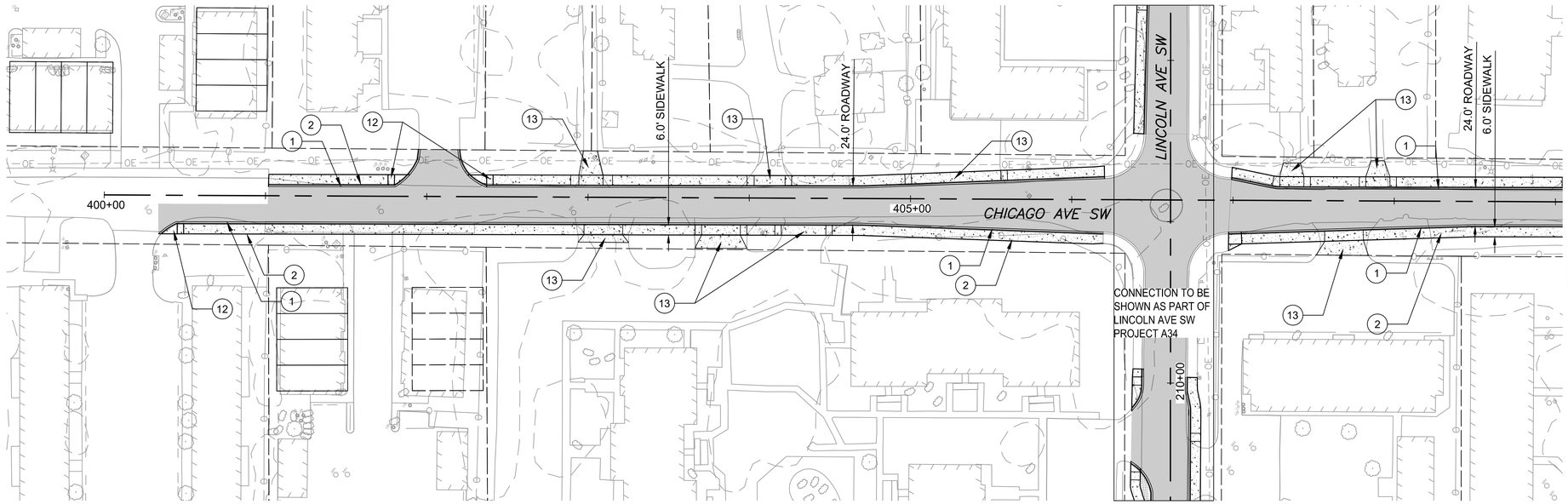
SCALE: 1"=40'
FILENAME: LWRA-15-CRP011-015
CONTRACT No.: RTA/LR ----

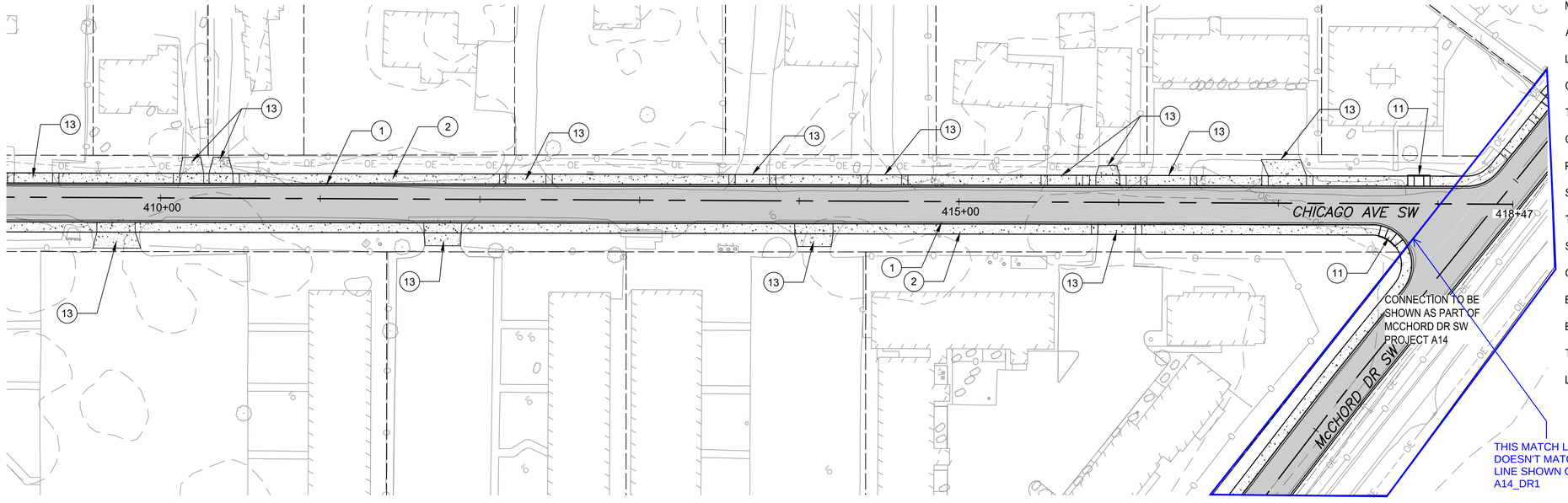
LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
LINCOLN AVE SW
CITY OF LAKEWOOD

DRAWING No.: 15-CRP014
FACILITY ID: X##
SHEET No.: #
REV: ----

03/13/23 | 9:45 PM | YONAMRAC
U:\PS0\PROJECTS\CLIENTS\30012-DEA\554-30012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-15-CRP011-015.DWG

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-15-CRP150
xLWRA-5-CRP050




410+00
415+00
CHICAGO AVE SW
418+47
SEE ABOVE RIGHT
CONNECTION TO BE SHOWN AS PART OF MCCHORD DR SW PROJECT A14
McCHORD DR SW
THIS MATCH LINE DOESN'T MATCH LINE SHOWN ON A14_DR1

CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
3. INSTALL CEMENT CONCRETE CURB RAMP PER CURB RAMP PLANS.
4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
7. INSTALL PEDESTRIAN HANDRAIL FOR FALL PROTECTION.
8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
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12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
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14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
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GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
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- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

40 20 0 40 80
SCALE IN FEET

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

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Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
T. GONZALES	3/13/2023	K YOUSSEF	H

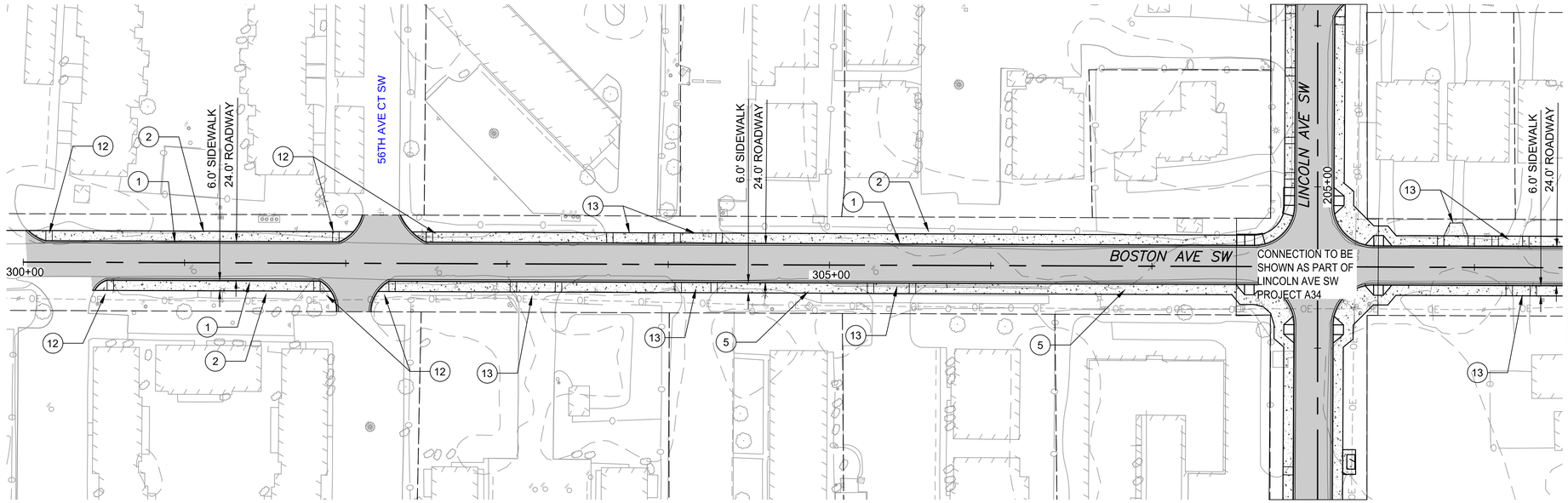
SCALE: 1"=40'
FILENAME: LWRA-15-CRP011-015
CONTRACT No.: RTA/LR ----
DATE: 03/13/2023

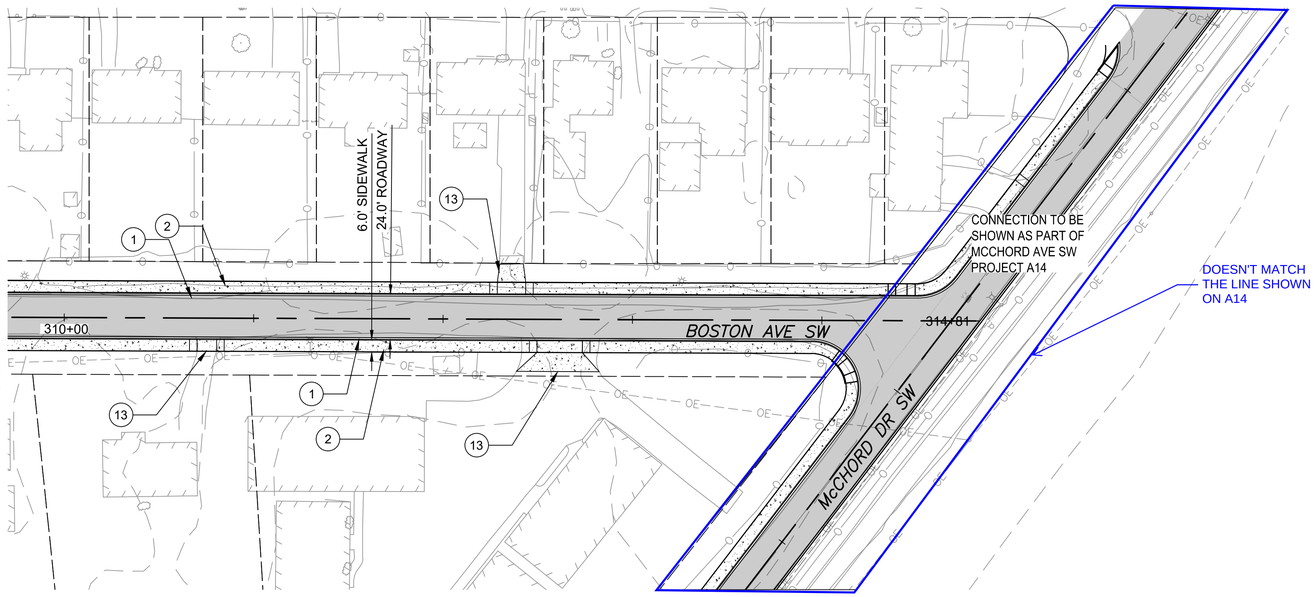
LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
CHICAGO AVE SW
CITY OF LAKEWOOD

DRAWING No.: 15-CRP012
FACILITY ID: X##
SHEET No.: #
REV: ----

03/13/23 | 10:02 AM | YONAMRAC
U:\PSO\PROJECTS\CLIENTS\3012-DEAI\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-15-CRP011-015.DWG

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-15-CRP150
xLWRA-5-CRP050





CONSTRUCTION NOTES:

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4. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE "3" PER WSDOT STD PLAN F-80.10-04.
5. INSTALL PLANTER STRIP.
6. INSTALL RETAINING WALL.
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8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
11. INSTALL PARALLEL CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.12-03.
12. INSTALL SINGLE DIRECTION CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.16-03.
13. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.
14. INSTALL COMBINATION CURB RAMP TYPE PER WSDOT STD PLAN F-40.14-03.
15. INSTALL HMA WEDGE CURB, PER CITY OF LAKEWOOD STD PLAN FR-04.

GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
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- SAWCUT
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- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

40 20 0 40 80
SCALE IN FEET

03/10/23 | 8:10 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\3012-DEAI\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-15-CRP011-015.DWG

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

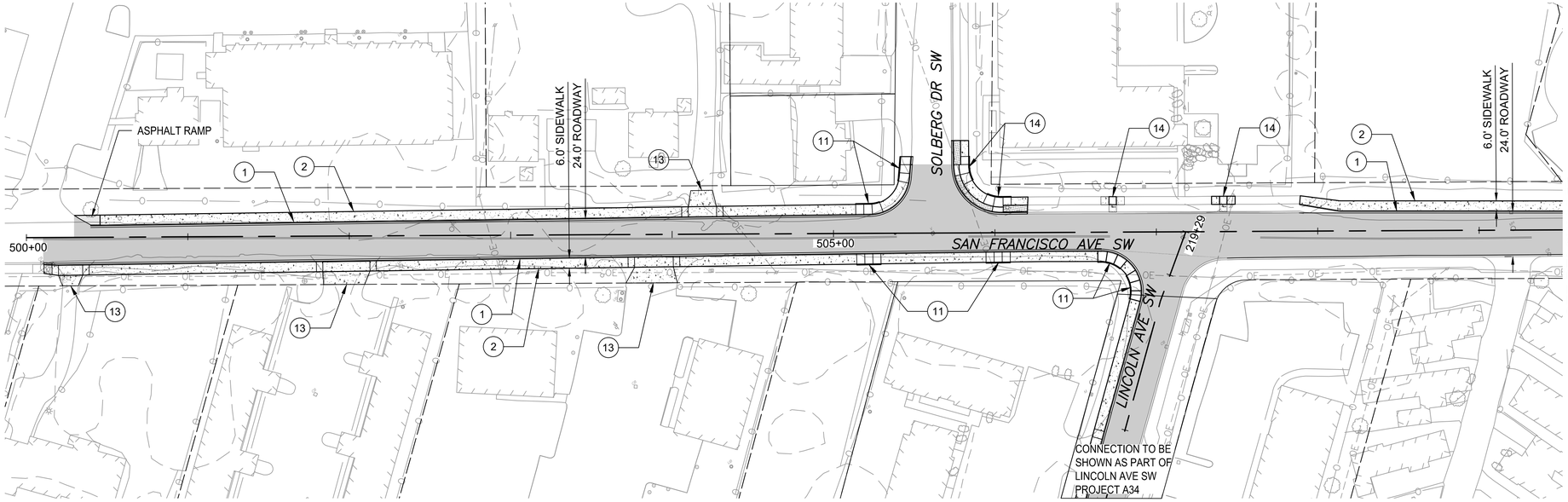
SOUNDTRANSIT

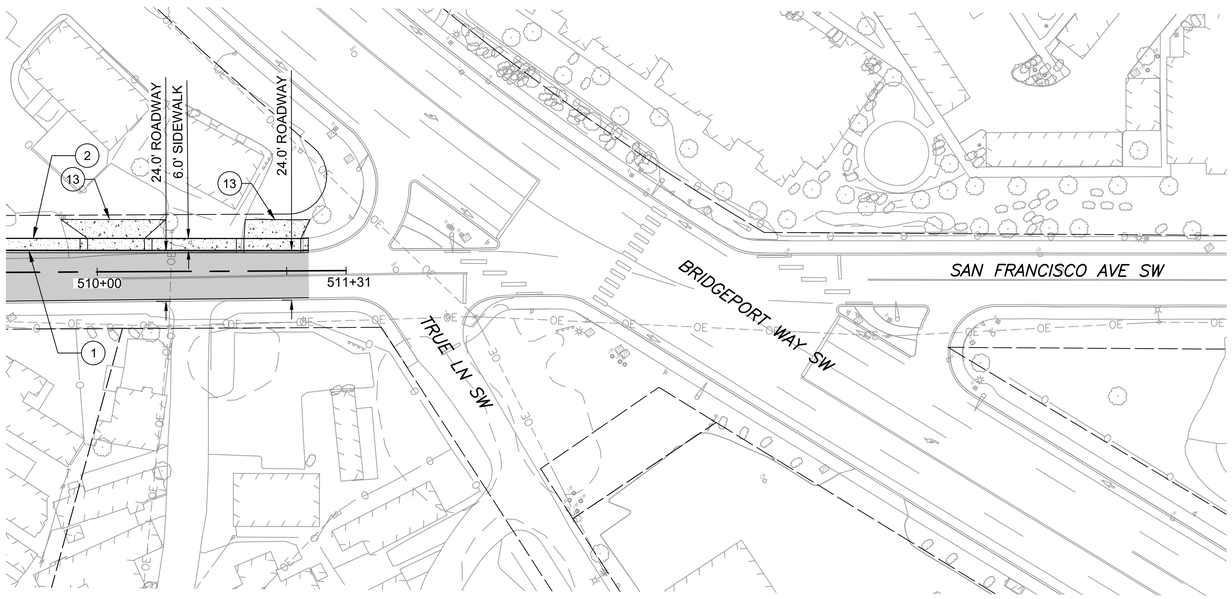
SUBMITTED BY: T. GONZALES | DATE: 3/10/2023
REVIEWED BY: K YOUSSEF | DATE: H
SCALE: 1"=40'
FILENAME: LWRA-15-CRP011-015
CONTRACT No.: RTA/LR ----
DATE: 03/10/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
BOSTON AVE SW
CITY OF LAKEWOOD

DRAWING No.: 15-CRP011
FACILITY ID: X##
SHEET No.: # | REV: ----

Xrefs:
RLE-GB-TB22x34
xLWRA-VRX001
LWRA-GEN-SHTNOTES
xLWRA-VSF001
xLWRA-VOP001
xLWRA-15-CRP150
xLWRA-5-CRP050





CONSTRUCTION NOTES:

1. INSTALL CEMENT CONCRETE CURB AND GUTTER PER CITY OF LAKEWOOD STD PLAN SR-04.
2. INSTALL CEMENT CONCRETE SIDEWALK PER CITY OF LAKEWOOD STD PLAN FR-03.
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8. INSTALL FULL DEPTH HMA ROADWAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
9. INSTALL HMA OVERLAY PAVEMENT PER TYPICAL SECTION DRAWINGS.
10. INSTALL PERPENDICULAR CURB RAMP TYPE 'A', PER WSDOT STD PLAN F-40.15-04.
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GENERAL NOTES:

1. SEE DRAWING NOS. 052-GZN001 - 052-GZN003 FOR CITY OF LAKEWOOD AND SOUND TRANSIT GENERAL NOTES.
2. REPLACE ALL EXISTING UTILITY LIDS WITHIN BICYCLE AND PEDESTRIAN FACILITIES WITH ANTI SLIP LID.
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- STOP BAR
- CROSSWALK STRIPES
- BIKE LANE SHARROW
- BICYCLE SHARROW SYMBOL
- TRAFFIC SEPARATOR CURB
- LUMINAIRE

DRAFT PRINT

40 20 0 40 80
SCALE IN FEET

03/13/23 | 9:50 PM | YONAMRAC
U:\PSO\PROJECTS\CLIENTS\3012-DEAI\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-15-CRP011-015.DWG

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

SUBMITTED BY: T. GONZALES
DATE: 3/13/2023

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

REVIEWED BY: K YOUSSEF
DATE: H

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: 1"=40'
FILENAME: LWRA-15-CRP011-015
CONTRACT No.: RTA/LR ----
DATE: 03/13/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
SAN FRANCISCO AVE SW
CITY OF LAKEWOOD

DRAWING No.: 15-CRP013
FACILITY ID: X##
SHEET No.: #
REV: ----

Xrefs:
xLWRA-10-CRP100
xLWRA-SW-RAMP
xLWRA-VSF001
xLWRA-VRX001
LWRA-GEN-SHTNOTES
RLE-GB-TB22x34
PS3012503Lakewood-DE
xLWRA-5-CRP050
xLWRA-15-CRP150
xLWRA-20-CRP200

NOTES:

1. ADA RAMP/DRIVEWAY UPDATES IDENTIFIED TRHOUGH GOOGLE EARTH IMAGES AND EXCLUDES ADA RAMPS/DRIVEWAYS TO BE INCLUDED ON OTHER SOUNDER ACCESS PROJECTS.
2. TOTALS
   UPDATE RAMPS: 0
   UPDATE DRIVEWAYS: 4

GENERAL NOTES:

1. INSTALL CEMENT CONCRETE DRIVEWAY ENTRANCE TYPE '1' PER WSDOT STD PLAN F-80.10-04.

DRAFT
PRINT

N

200 100 0 200 400
SCALE IN FEET

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

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DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY: T. GONZALES
DATE: 3/9/2023
REVIEWED BY: K YOUSSEF
DATE: H

SCALE: 1"=200'
FILENAME: LWRA-BRIDGEPORT_ADA-CRP018
CONTRACT No.: RTA/LR ----
DATE: 03/09/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2
CIVIL
BRIDGEPORT WAY SW ADA IMPROVEMENTS
CITY OF LAKEWOOD

DRAWING No.: 20-CRP018
FACILITY ID: X##
SHEET No.: #
REV: ----

03/09/23 | 3:10 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-BRIDGEPORT_ADA-CRP018.DWG

Xrefs:
xLWRA-10-CRP100
xLWRA-SW-RAMP
xLWRA-VSF001
xLWRA-VRX001
LWRA-GEN-SHTNOTES
RLE-DB-TB22x34

NOTES:
1. ADA RAMP UPDATES IDENTIFIED THROUGH GOOGLE EARTH IMAGES AND EXCLUDES ADA RAMPS TOP BE INCLUDED ON OTHER SOUNDER ACCESS PROJECTS.
2. 0.5 MILE TOTALS
   NEW RAMPS: 1
   UPDATE EXISTING RAMPS: 6
3. TOTAL WAYFINDING SIGNAGE: 8

update

TAG: remove these ramps, have already been improved.

108TH/FREIDAY ST
NEW RAMPS: 0
UPDATE EX RAMPS: 4

HALCYON/SHARONDALE
NEW RAMPS: 0
UPDATE EX RAMPS: 1

111TH/OCCIDENT
NEW RAMPS: 1
UPDATE EX RAMPS: 1

WAYFINDING SIGNAGE

BUS STOP #4116 IMPROVEMENTS INCLUDE SHELTER AND LIGHTING

city can get easement and build connection to ST R/W

0.5 MILE RADIUS

108TH STREET SW
108TH ST SW
109TH ST SW
110TH ST SW
111TH ST SW
112TH ST SW
114TH ST SW
115TH ST SW
115TH STREET CT SW
119TH ST SW
121ST ST SW
123RD ST SW
BRIAR RD SW
HIGHLAND AVE SW
DAVISSON RD SW
CRONINS DR SW
CARAWAY DR SW
OCCIDENT ST SW
ADDISON SW ST
FREIDAY ST SW
47TH AVE SW
KENDRICK ST SW
KLINE ST SW
LAKEVIEW AVE SW
HALCYON RD SW
GLENROSE DR SW
SHARONDALE ST SW
58TH AVE SW
SAINT CLARE HOSPITAL
ARROWHEAD RD SW
SEMINOLE RD SW
BLACKHAWK CT SW
PAWNEE DR SW
TOMAHAWK RD SW
BRIDGEPORT WAY SW
LAKEWOOD STATION
PACIFIC HWY SW
CLINE RD SW
I-5 SB
I-5 NB

DRAFT
PRINT

N

300 150 0 300 600
SCALE IN FEET

03/10/23 | 4:42 PM | OGDENSPE
\\PARAMETRIX.COM\PMX\PSO\PROJECTS\CLIENTS\3012-DEA\554-3012-049 LAKEWOODSTATIONPH02\99SVCS\CADD\DWG\LWRA-SW-RAMP-CRP019.DWG

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: ########
DRAWN BY: B. WILLIAMS
CHECKED BY: R. PARKER
APPROVED BY: B. AGAN

AHJ: LIST AHJS

PACKAGE # ### DESCRIPTION

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

DAVID EVANS AND ASSOCIATES INC.
2106 Pacific Ave East Suite 400
Tacoma Washington 98424
Phone: 253.922.9781

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
T. GONZALES	3/10/2023	K YOUSSEF	H

SCALE: 1"=300'
FILENAME: LWRA-SW-RAMP-CRP019
CONTRACT No.: RTA/LR ----
DATE: 03/10/2023

LAKEWOOD STATION ACCESS IMPROVEMENTS
PHASE 2

CIVIL
CURB RAMP, BUS STOP AND SIGNAGE IMPROVEMENTS
CITY OF LAKEWOOD

DRAWING No.: 20-CRP019
FACILITY ID: X##
SHEET No.: # REV: ----

Appendix C

Site Record

SOUNDTRANSIT

STATE OF WASHINGTON

ARCHAEOLOGICAL SITE INVENTORY FORM UPDATE

Smithsonian Number: 45PI767
County: Pierce

Date: 04/12/2023 **Human Remains?** No **DAHP Case No.:**
Compiled By: Matthew Warren
Archaeological Sites are exempt from public disclosure per RCW 42.56.300

SITE DESIGNATION

Site Name: Old Pacific Highway/Lakeview Avenue
Field/ Temporary ID: Pt.Def – FS-01
Site Type: Historic Road

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meet the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the site
☐ meets ☐ does not meet the National Register Criteria.
I recommend that this property be considered significant at the following level(s) of significance:
Criteria
Statement of Significance

Integrity

SHPO Determination
Eligibility Determined On
Determined By
SHPO Comments

SITE LOCATION

USGS Quad Map Name(s): Tacoma South (1994) 7.5 minute

T: 19N **R:** 2E **Section:** 1 **Quarter Section(s):** SE ¼ of the SE ¼ of the SW ¼
T: 19N **R:** 2E **Section:** 12 **Quarter Section(s):** NE ¼ of the NW ¼

UTM: Zone 10 Easting 538,326 Northing 5,222,440 (north end);
Zone 10 Easting 538,321 Northing 5,222,364 (At rail crossing);
Zone 10 Easting 538,123 Northing 5,222,079 (southern end at Pacific Highway SW)

Latitude/Longitude: 47.1543˚N, 122.4944˚W (north end) **Elevation (ft/m):** 277ft AMSL
47.1537˚N, 122.4945˚W (47˚, 9', 13.2" N; 122˚, 29', 40.2" W) (At crossing)
47.1511˚N, 122.4971˚W (47˚, 9', 4.0"N; 122˚, 29', 49.7"W) (Southern end)

Drainage, Major: Clover Creek **River Mile:**
Aspect: 168.1 degrees or S **Slope:** 1.3%

Location Description *(General to Specific)***:** The northern boundary of the Old Lakeview Avenue historic road alignment is located south of the 90-degree bend in Lakeview SW where Lakeview Ave. becomes 111th Street SW in Lakeview, WA. The site continues south approximately 106.2 meters where it intersects the current Burlington Northern Santa Fe Rail Line then crosses the BNSF Line and proceeds approximately 314 meters southeast/parallel to the Rail and Pacific Highway SW to its terminus with Pacific Highway.

Directions *(For Relocation Purposes)***:** From Interstate 5 take the WA-512 East exit 127 to S Tacoma Way/Puyallup. Turn right at WA-512 and proceed to S Tacoma Way (0.2 miles [mi]) and turn left. Continue on South Tacoma Way, which becomes Pacific Hwy. SW, and proceed 0.2 mi to 108th St. SW. Turn right on 108th St. SW and proceed 0.4 mi to Lakeview Ave. SW. Turn left at Lakeview Ave. SW and proceed south to 90-degree turn where Lakeview Ave. SW becomes 111th St. SW. The site is located south of the 90-degree bend in Lakeview Ave. SW.

SITE DESCRIPTION

Narrative Description Update:
Most of historic road site 45PI767 has been largely removed since its initial documentation during the Point Defiance Bypass Project in 2007 (Chasteen et al. 2008; Cooper and Sparks 2007). Specifically, aerial imagery indicated that the portion of the road alignment south of the BNSF rail line was evidently removed during the construction of the Lakewood Station parking garage and adjacent associated land clearing, grading, and landscaping activities. During a cultural resources inventory conducted for Sound Transit's Lakewood Station Access Improvements Project, Historical Research Associates, Inc. (HRA) archaeologists confirmed that no material evidence of the road exists at ground surface south of the BNSF rail line. This southern portion of the former road alignment is presently characterized by a vacant grassy lot, landscaped terrain, newly paved access roads, and the Lakewood Station parking garage (Figure 1).

Revised Site Dimensions (Overall Site Dimensions):
Length: 100 meters **Direction:** North/South **Width:** 11 meters **Direction:** East/West
Depth: Unknown
Vegetation *(On Site)***:** Scotch broom, blackberry, sparse conifers

Local: N/A **Regional:** *Tsuga hetrophylla* Zone

Landforms *(On Site)***:** Urban development, existing roadway, rail-line, portion of larger Clover Creek floodplain
Local: **Regional:** Puget Sound lowlands
Water Resources *(Type)***:** Clover Creek **Distance:** 1500 meters **Permanence:** Perennial

CULTURAL MATERIALS AND FEATURES

Narrative Description (Specific Inventory Details)**:** There are no visible identifiable/diagnostic markings.

Method of Collection: No collection

Location of Artifacts *(Temporary/Permanent)***:** N/A

SITE AGE

Component Type: Historic
Dates: 1918–1928
Dating Method: Map documents
Phase:
Basis for Phase Designation:

SITE RECORDERS

Observed by: Matthew Warren

Date Recorded: March 6, 2023

Recorded by (Professional Archaeologist)**:** Matthew Warren
Organization: Historical Research Associates, Inc **Phone Number:** 206-343-0226
Address: 1904 Third Ave, Seattle, WA 98101 **E-mail:** mwarren@hrassoc.com

SITE HISTORY

Previous Work: The site was originally recorded in 2007 (Cooper and Sparks 2007).

LAND OWNERSHIP

Owner: Burlington Northern Santa Fe Railroad
Address:
Parcel:

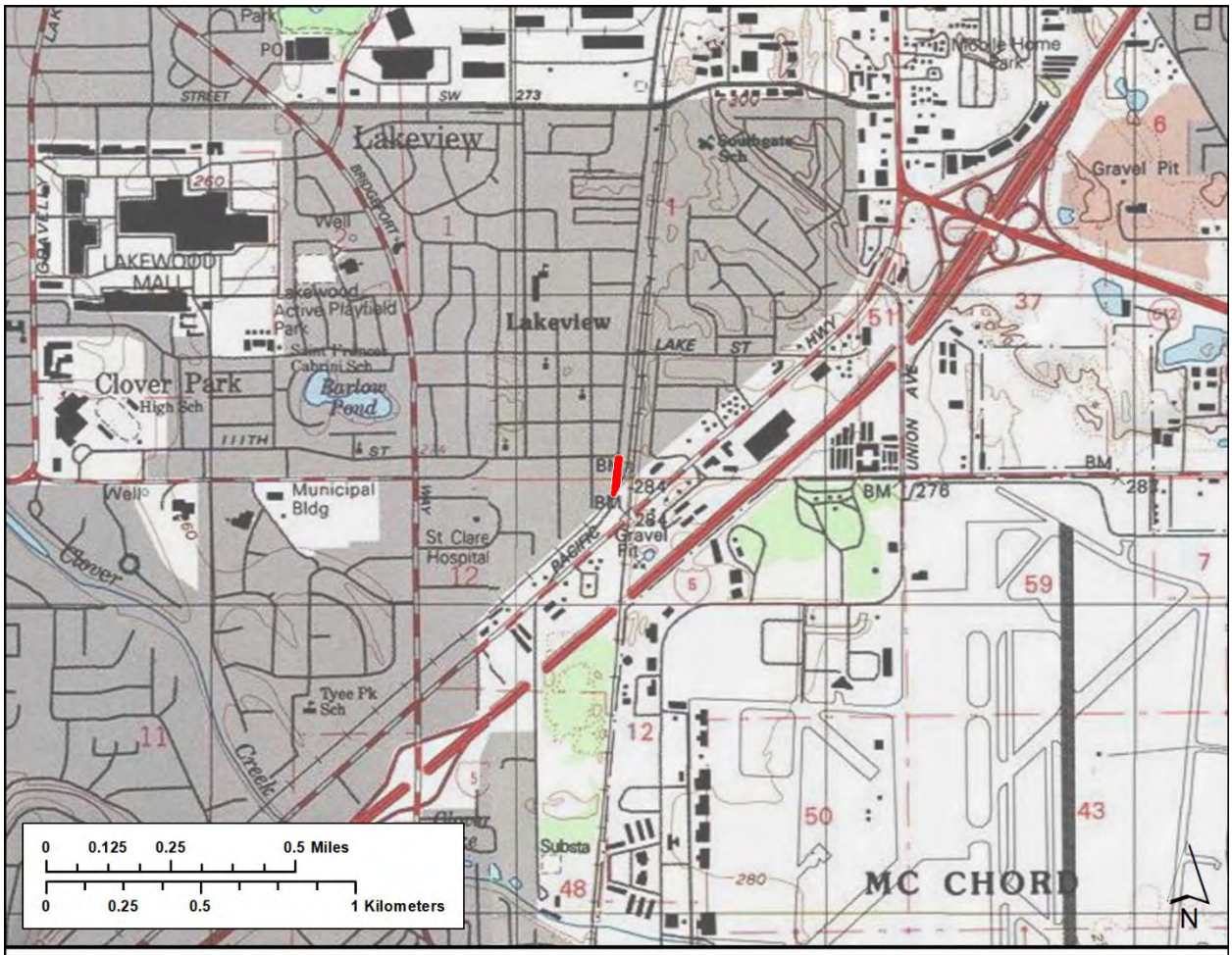
RESEARCH REFERENCES

Items/Documents Used in Research:

Chasteen, Carrie, Jason B. Cooper, and Shane Sparks
2008 Point Defiance Bypass Project: Final Cultural Resources Survey/Discipline Report. Jones & Stokes, Bellevue, Washington. Prepared for the Washington State Department of Transportation. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

Cooper, Jason B., and Shane Sparks
2007 State of Washington Archaeological Site Inventory Form Update: 45PI767. On file at the Department of Archaeology and Historic Preservation, Olympia, Washington.

USGS MAP



Revised Site Boundary

45PI767
Revised Site Location

Historical Research Associates, Inc.

Date: 4/12/2023

Coord./Project.	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:24,000
Township/Range	Quadrangle	
T19N R02E	Tacoma South, WA	

Historical Research Associates, Inc.
Service Layer Credits: Copyright:© 2013 National Geographic Society, i-cubed National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

SKETCH MAP

111th St SW
113th St SW
114th St SW
115th St SW
Kendrick St SW
Kline St SW
Burlington Northern Santa Fe
Pacific Hwy SW
45th Ave Ct SW
45th Ave SW
4701
4699
4504
4504
4401
4298
5008
4601
11100
11110
11120
11130
11140
11150
11160
11170
11180
11190
11200
11210
11220
11230
11240
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11470
11480
11490

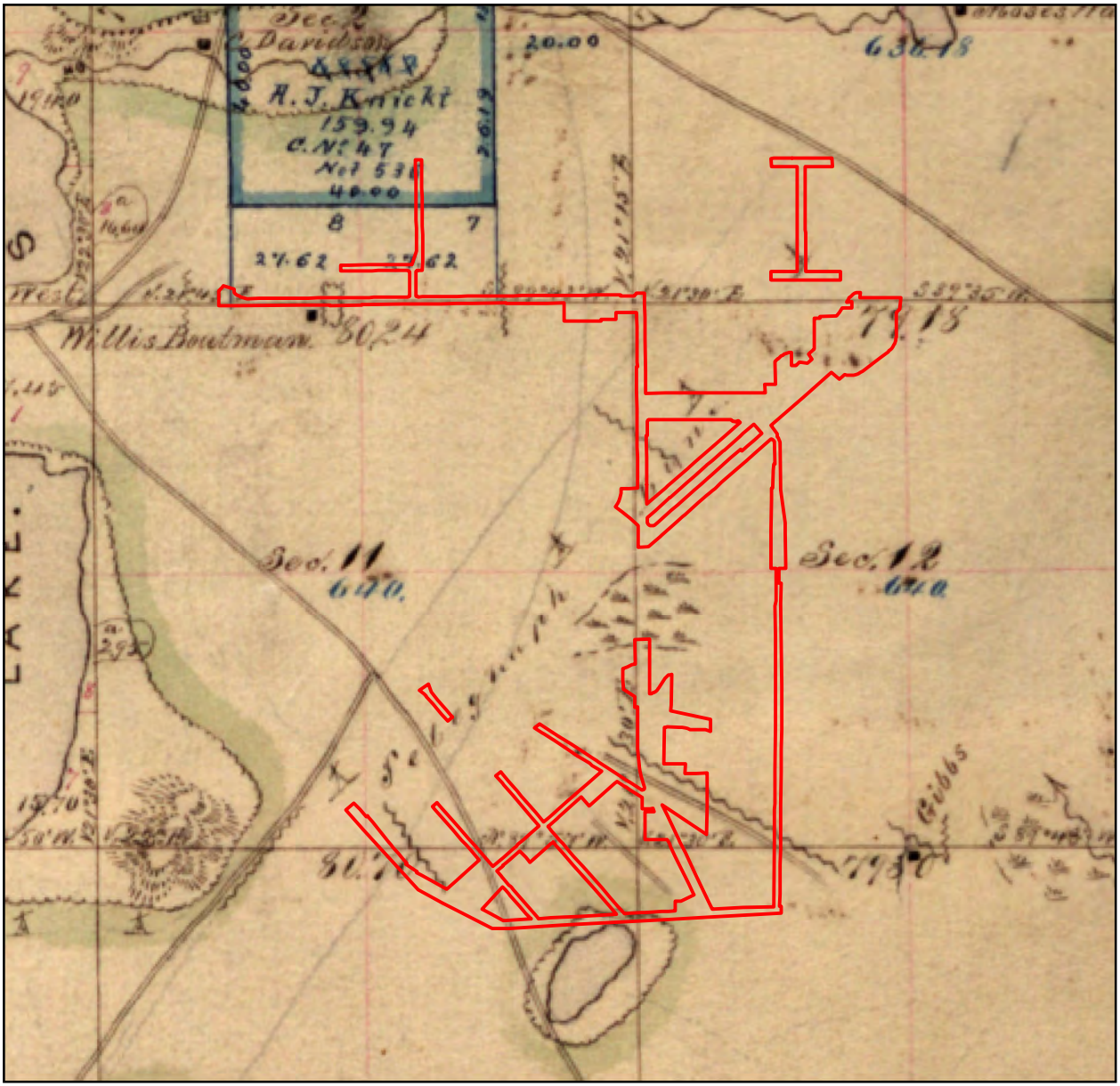
Photographs, Tables and Additional Information

Photo ID Figure 1
Title
Year Taken 2023
Is Circa? ☐
Notes Overview of former site 45PI767 alignment in vacant lot northeast of Lakewood Station parking garage, view southwest.
Type
Photo View
Source
Copyright ☐

Appendix D

Historic Maps

January 2024



Lakewood Station Access Improvements Project Phase 2
Township No. 19 North
Range No. 2 East
Willamette Meridian

Area of Impacts (AI)

USSG 1871
Date: 7/13/2023

Historical Research Associates, Inc

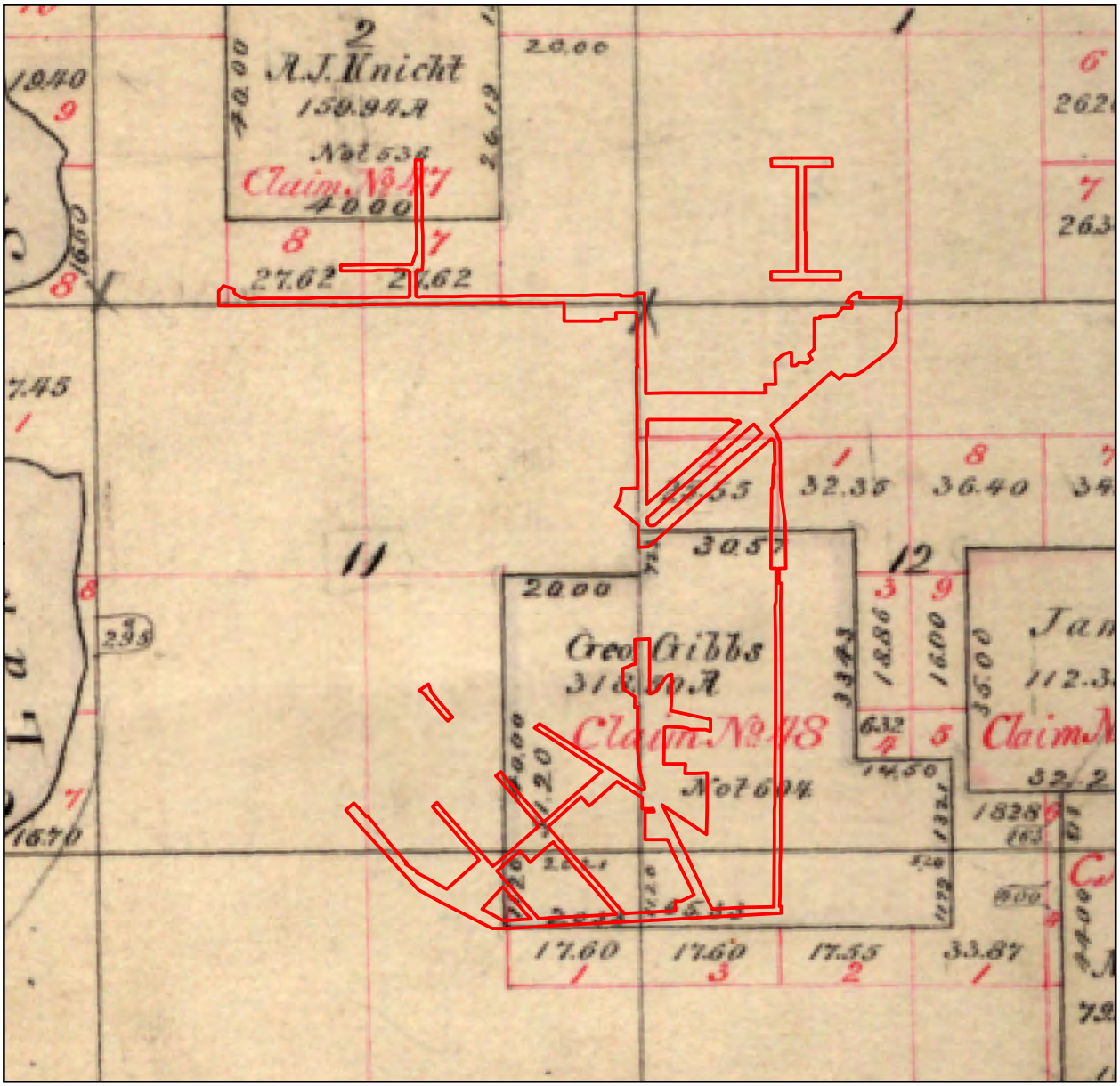
Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

0 500 1,000 2,000 Feet
0 150 300 600 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
T. No. 19 N. R. 2 E. W. M.

Area of Impacts (AI)

USSG 1882
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	Quadrangle	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

0 500 1,000 2,000 Feet
0 145 290 580 Meters

N

Historical Research Associates, Inc., Seattle, WA

Lakewood Station Access Improvements Project Phase 2
Township 19 North, Range 2 East

Area of Impacts (AI)

Plummer 1889
Date: 7/13/2023

Historical Research Associates, Inc

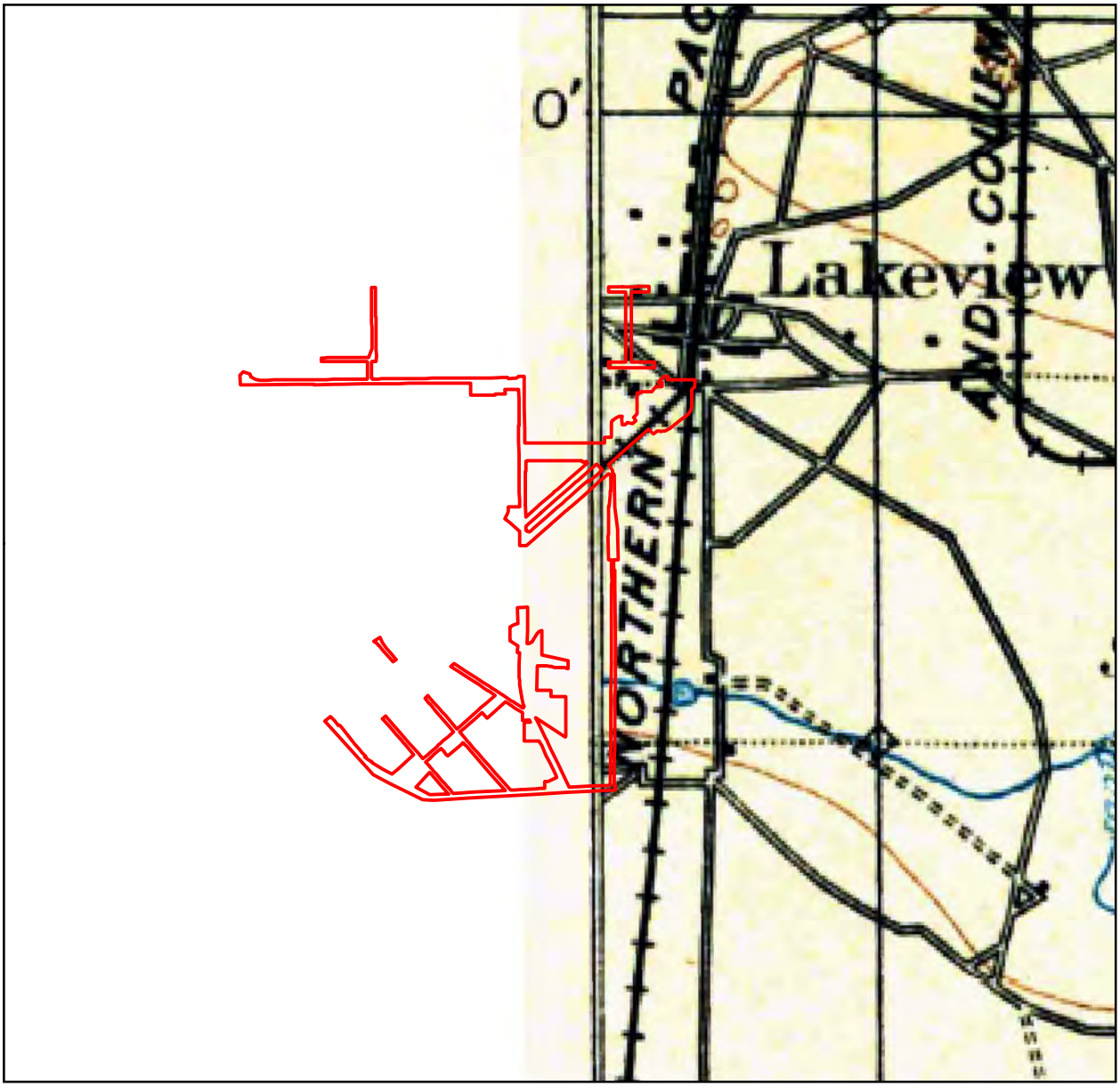
Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

0 500 1,000 2,000 Feet
0 150 300 600 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Tacoma, WA
1:125,000

Area of Impacts (AI)

USGS 1897
Date: 7/13/2023

Historical Research Associates, Inc

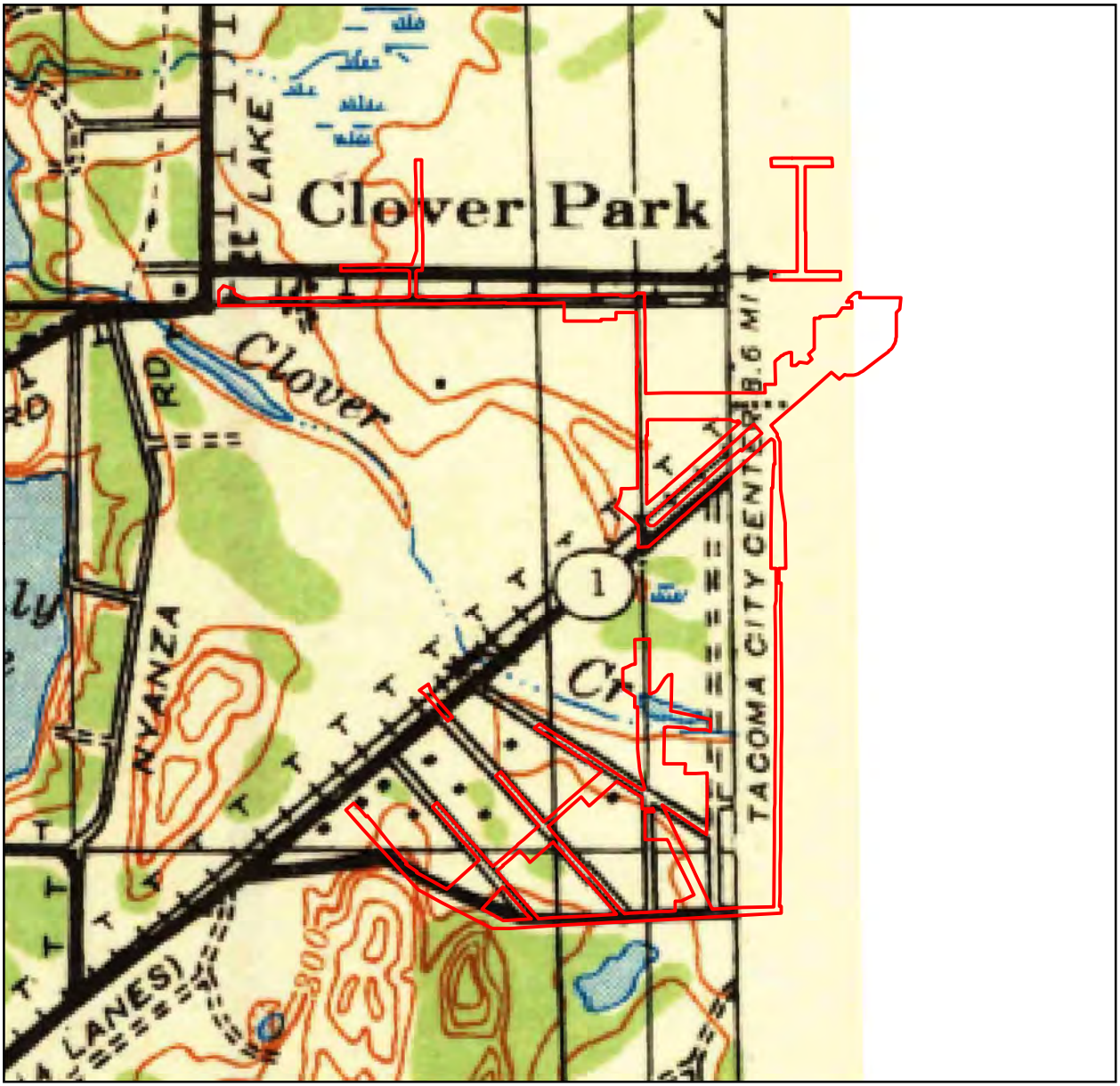
Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:30,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

0 750 1,500 3,000 Feet
0 250 500 1,000 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Anderson Island, WA
1:62,500

Area of Impacts (AI)

USGS 1940
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

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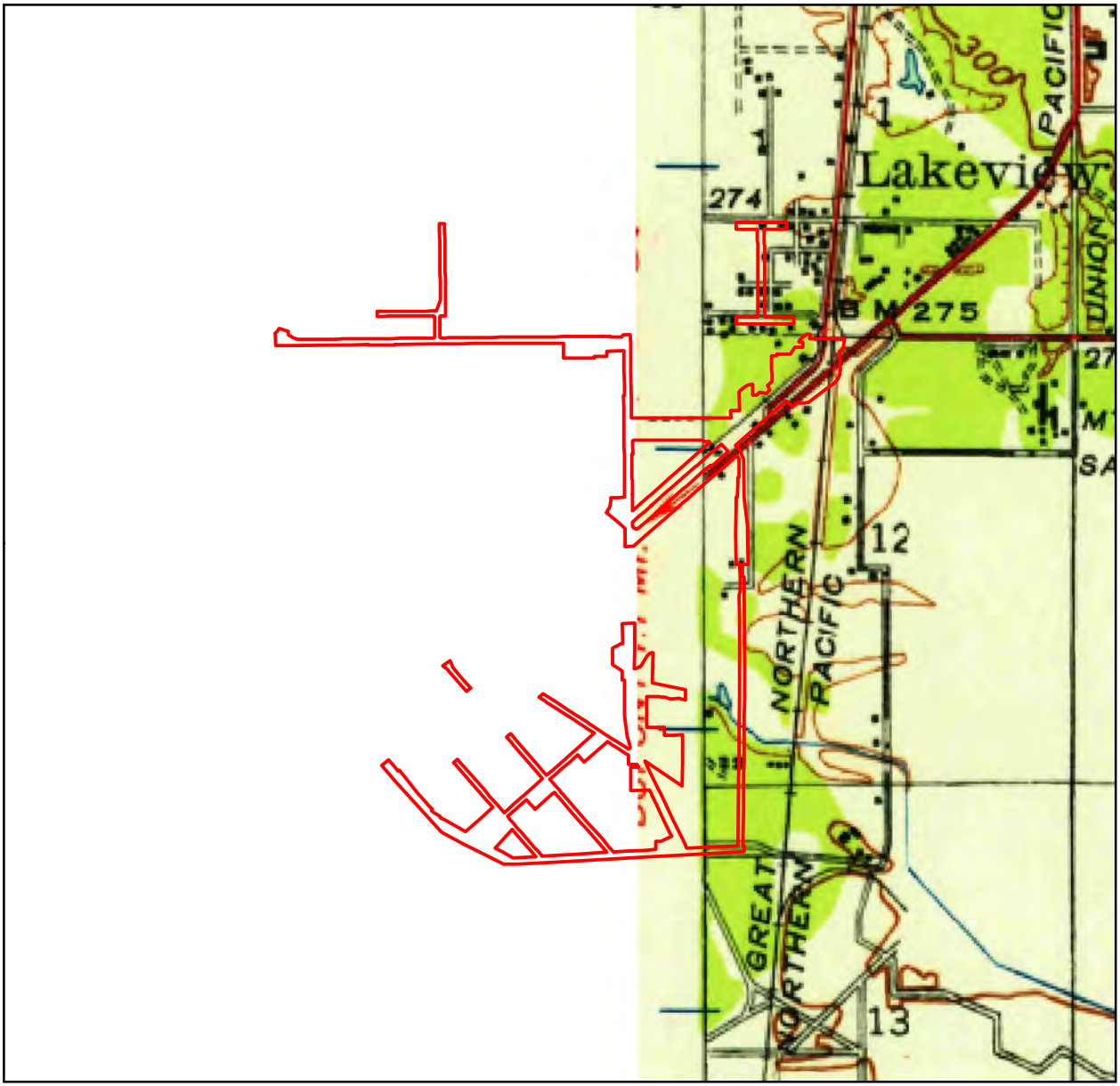
0 150 300 600 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Tacoma South, WA
1:62,500

Area of Impacts (AI)

USGS 1941
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:24,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

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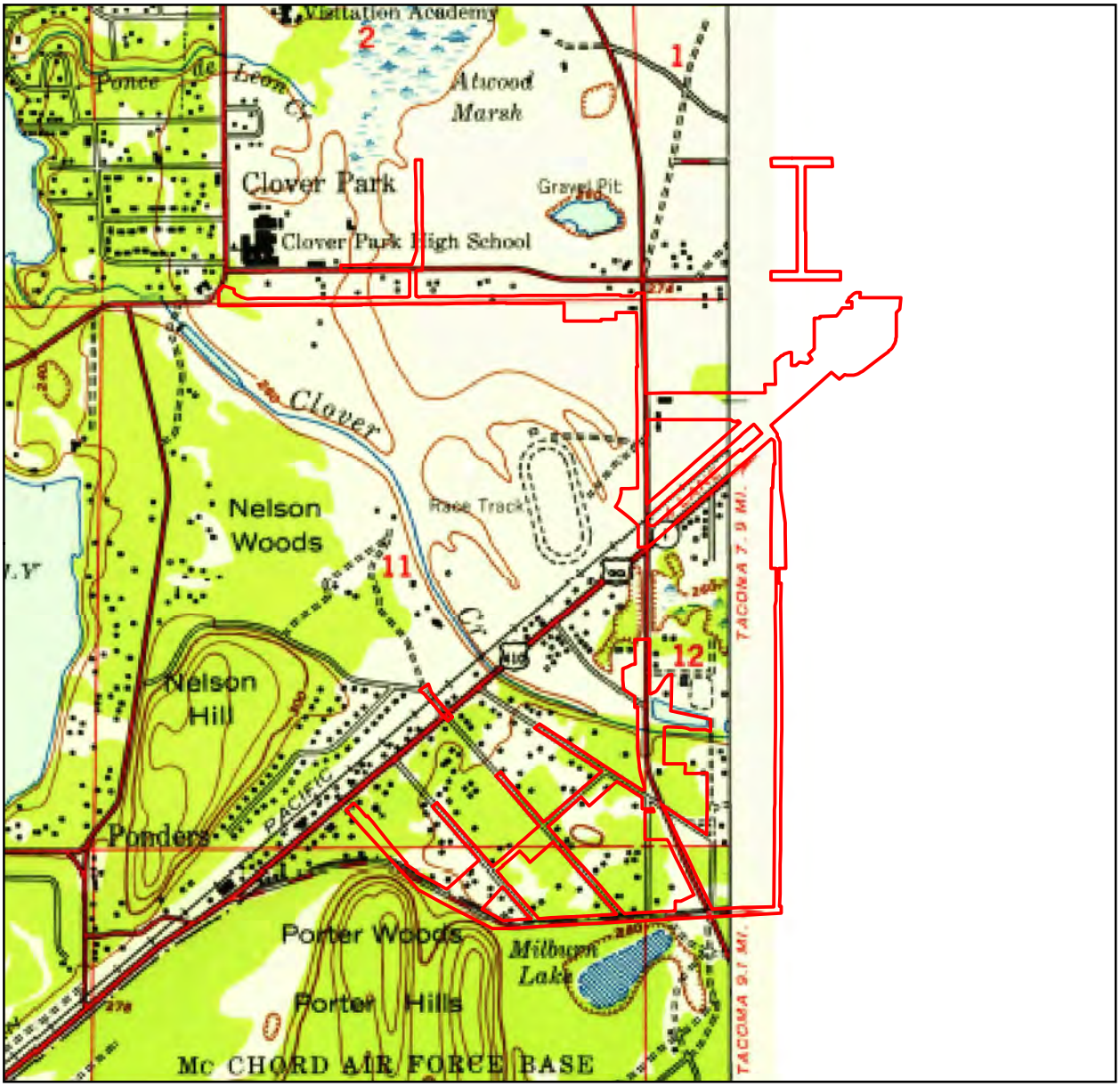
0 250 500 1,000 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Steilacoom, WA
1:24,000

Area of Impacts (AI)

USGS 1948
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

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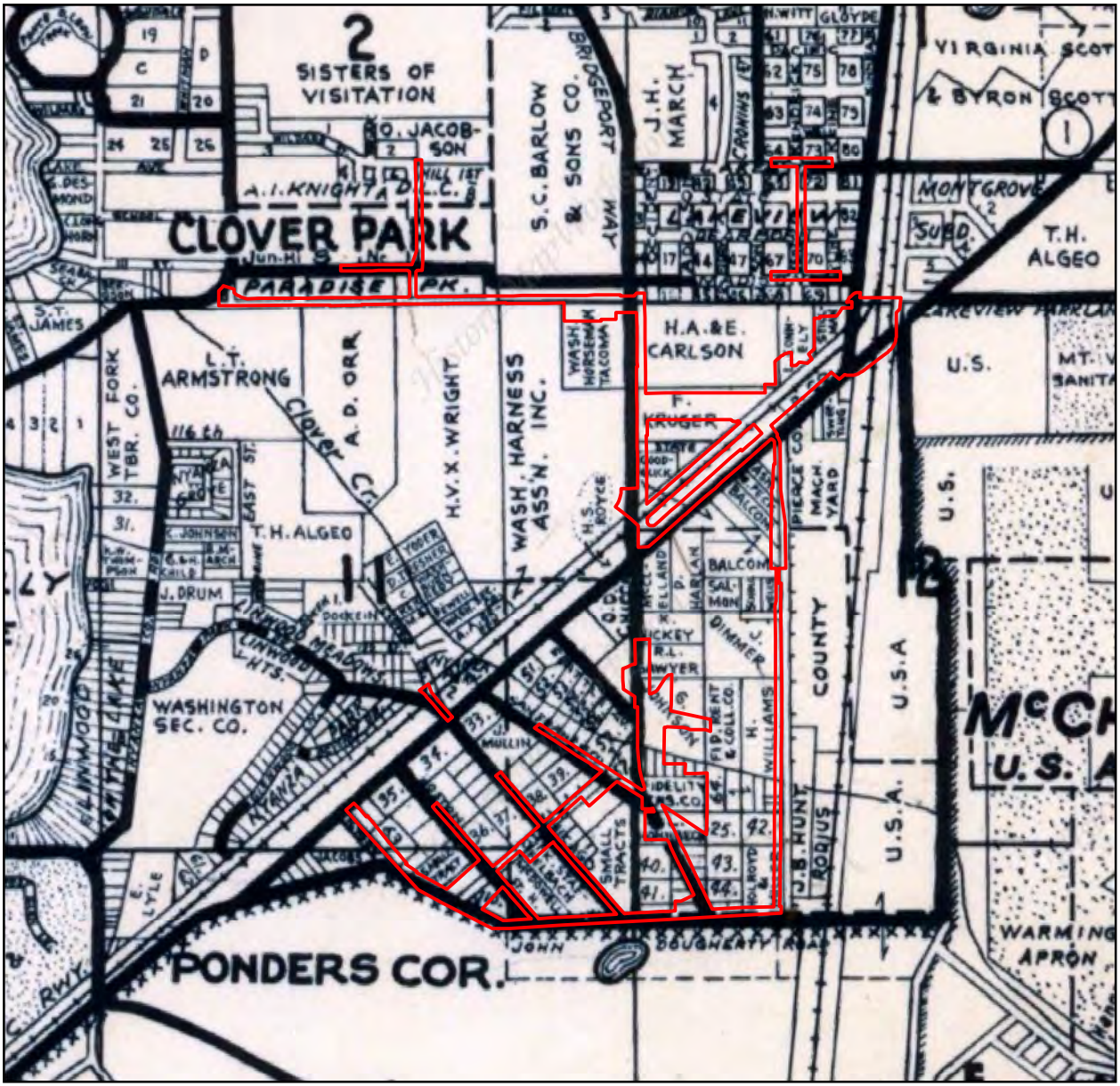
0 150 300 600 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Township 19 N., Range 2 E. W.M.

Area of Impacts (AI)

Metsker 1951
Date: 7/13/2023

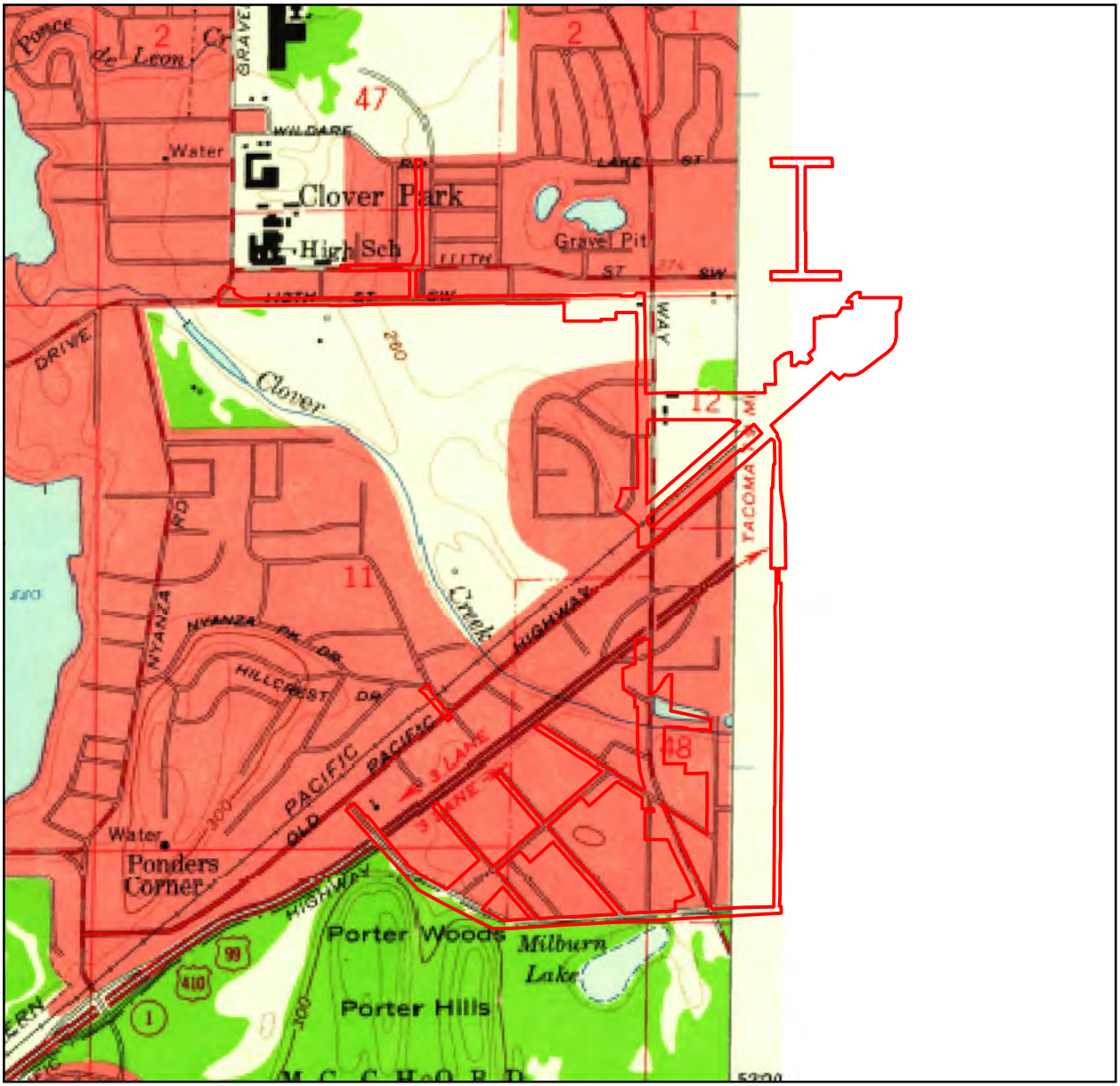
Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

0 500 1,000 2,000 Feet
0 150 300 600 Meters

N



Lakewood Station Access Improvements Project Phase 2
Steilacoom, WA
1:24,000

Area of Impacts (AI)

USGS 1959
Date: 7/13/2023

Historical Research Associates, Inc

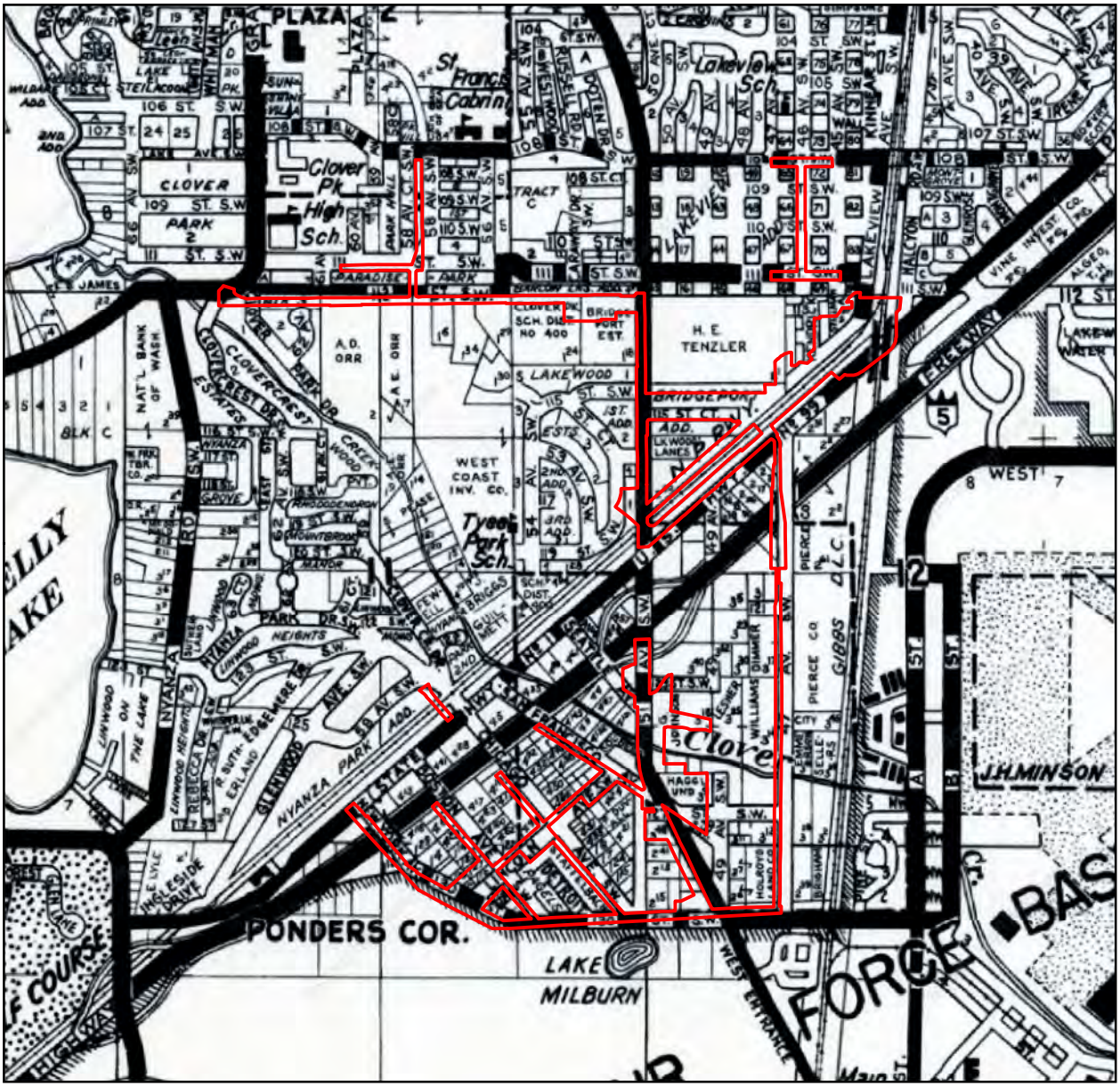
Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

0 500 1,000 2,000 Feet
0 150 300 600 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Township 19 N., Range 2 E. W.M.
Northeast Quarter

Area of Impacts (AI)

Metsker 1960
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:20,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits:

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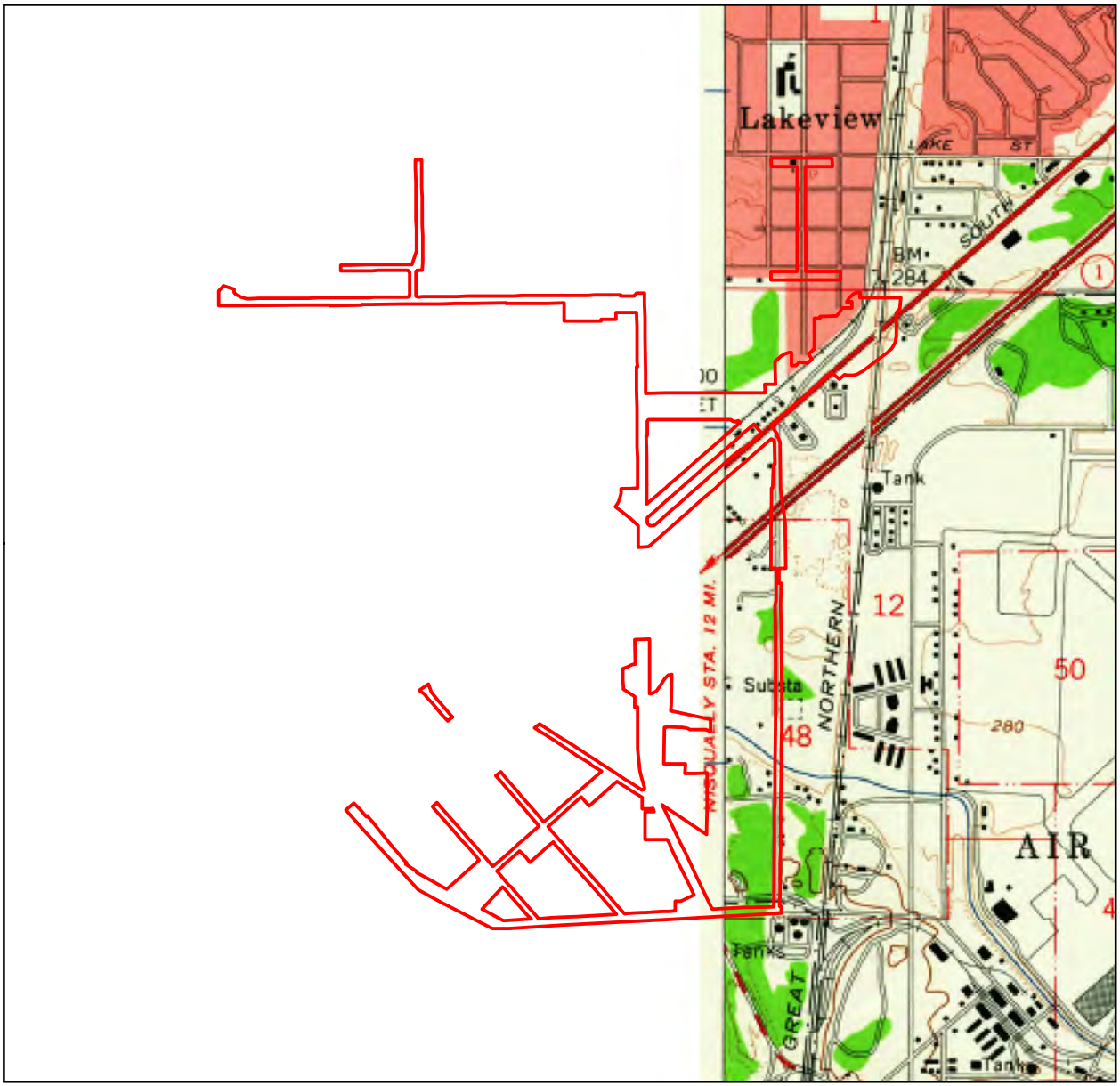
0 150 300 600 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2
Tacoma South, WA
1:24,000

Area of Impacts (AI)

USGS 1961
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	**NAD83**	**1:20,000**
Township/Range: **T19N R02E**	Quadrangle: **Steilacoom and Tacoma South, WA**	

Service Layer Credits:

0 500 1,000 2,000 Feet
0 150 300 600 Meters

N

Appendix E

Shovel Probe Table

SOUNDTRANSIT

Table C-1. Shovel Probe Table.

Shovel Probe	**Maximum Depth (cmbs)**	**Description (cmbs): Description—*Comments***	**Cultural Materials**
1	70	0–8: Dark brown sandy silt, many subrounded gravels ranging from small to large pebbles 8–70: Dark brown silty sand, many subrounded gravels ranging from small pebbles to medium cobbles—*disturbed sediment/fill* *Terminated in disturbed sediment/fill*	None
2	83	0–32: Dark brown somewhat sandy silt loam, some rounded and subrounded gravels ranging from small pebbles to medium cobbles, common grass rootlets 32–71: Orangish brown loose gravelly fine- to medium-grained sand, many rounded and subrounded gravels ranging from small pebbles to large cobbles, few small to medium subrounded boulders 71–83: Grayish-brown gravelly sand, very many rounded and subrounded gravels ranging from small pebbles to large cobbles, few small to medium subrounded boulders—*glacial sediment* *Terminated in glacial sediment*	None
3	84	0–26: Dark brown loam, many rounded and subrounded gravels ranging from small pebbles to small cobbles, some fine to medium-sized grass and tree roots 26–64: Dark grayish brown fine-grained sandy loam, many rounded and subrounded gravels ranging from small pebbles to small cobbles, few fine to medium-sized grass and tree roots 64–84: Yellowish-brown gravelly silty fine-grained sand, very many rounded and subrounded gravels ranging from small pebbles to small cobbles, very few fine tree roots—*glacial sediment* *Terminated in glacial sediment*	None

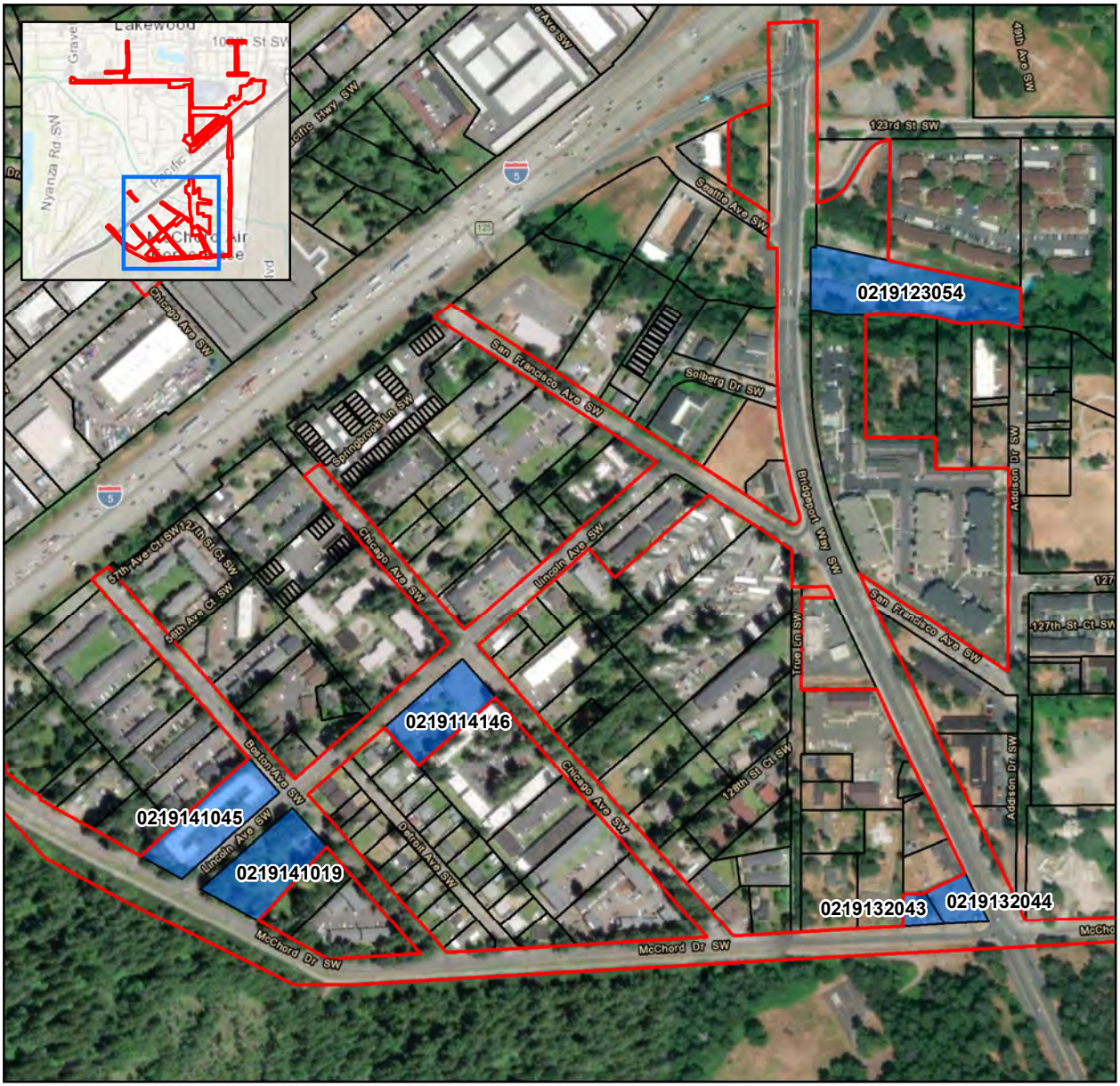
Table C-1. Shovel Probe Table.

Shovel Probe	**Maximum Depth (cmbs)**	**Description (cmbs): Description—*Comments***	**Cultural Materials**
4	70	0–50: Very dark brown sandy silt, many subrounded gravels ranging from small pebbles to medium cobbles, few fine roots 50–70: Yellowish-brown gravelly sand, many subrounded gravels ranging from small pebbles to medium cobbles—*glacial sediment* *Terminated in glacial sediment*	None
5	78	0–30: Dark brown sandy silt loam, some rounded and subrounded gravels ranging from small pebbles to medium cobbles, few rootlets 30–45: Gray dense gravelly sand, many subrounded and subangular gravels (small pebbles) 45–78: Very dark grayish-brown sandy silt loam, many rounded and subrounded gravels ranging from small pebbles to large cobbles—*disturbed sediment/fill* *Terminated at unmarked utility pipe*	10–20 cmbs: modern or temporally non-diagnostic debris including half of a golf ball and a green glass insulator fragment 50–70 cmbs: two shards of temporally non-diagnostic amber glass; two shards of temporally non-diagnostic colorless glass; several pieces of concrete
6	45	0–8: Dark brown silty loam, many rounded and subrounded gravels ranging from small pebbles to small cobbles, some fine grass roots 8–28: Dark grayish-brown fine-grained sandy loam, many rounded and subrounded gravels ranging from small pebbles to small cobbles, few fine grass roots 28–45: Yellowish-gray gravelly silty medium-grained sand, very many rounded and subrounded gravels ranging from small pebbles to medium cobbles *Terminated in glacial sediment*	5 cmbs: 1 shard of temporally non-diagnostic amber bottle glass 15–25 cmbs: 1 shard of temporally non-diagnostic colorless glass with incised "v"-shaped lines (likely bowl exterior design); 1 shard of temporally non-diagnostic colorless vehicle window glass
7	42	0–42: Dark brown sandy silt, many subrounded gravels ranging from small pebbles to medium cobbles, some fine to large grass and tree roots *Terminated at large root obstruction*	None

Appendix F

Built Environment Survey Results

SOUNDTRANSIT



Lakewood Station Access Improvements Project Phase 2 Built-Environment Survey Results

Inventoried Parcel (Recommended Not Eligible)

Area of Impacts (AI)

Tax Parcel

Aerial Overview
Date: 7/13/2023

Historical Research Associates, Inc

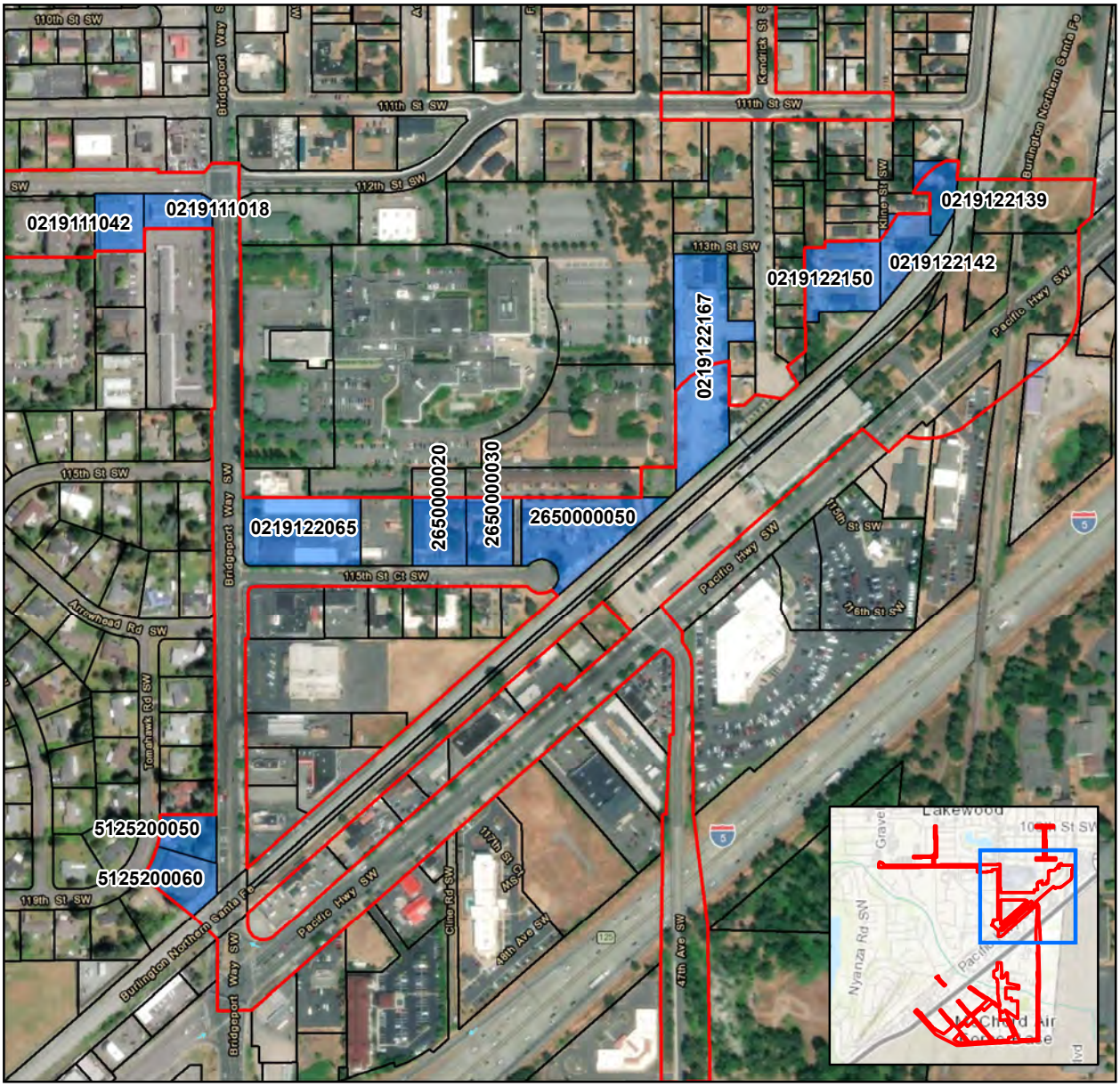
Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:6,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

0 150 300 600 Feet
0 50 100 200 Meters

N

Historical Research Associates, Inc., Seattle, WA



Lakewood Station Access Improvements Project Phase 2 Built-Environment Survey Results

Inventoried Parcel (Recommended Not Eligible)

Area of Impacts (AI)

Tax Parcel

Aerial Overview
Date: 7/13/2023

Historical Research Associates, Inc

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:6,000
Township/Range	**Quadrangle**	
T19N R02E	Steilacoom and Tacoma South, WA	

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

0 150 300 600 Feet
0 50 100 200 Meters

N

Historical Research Associates, Inc., Seattle, WA

Appendix G

Historic Property Inventory Forms

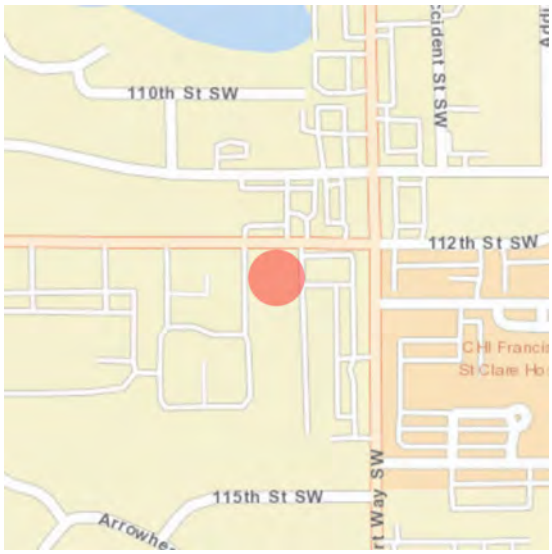
SOUNDTRANSIT

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730662

Location



Address: 5202 112th St SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219111042

Plat/Block/Lot: Section 12 Township 19 Range 02 Quarter 21

Geographic Areas: STEILACOOM Quadrangle, T19R02E11, Pierce County Certified Local Government, Pierce County, Lakewood Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1963	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730662

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730662

Photos

5202 112th Street SW, view southwest.jpg

5202 112th Street SW, view west.jpg

5202 112th Street SW, view northwest.jpg

Historic Property Report

Historic Name: Multi-family Residence Property ID: 730662

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Multiple Dwelling - U Court
Roof Type	Hip - Hip-on-Gable
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - T 1-11
Plan	U-Shape

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
From its period of construction (1963), the garden apartment complex at 5202 112th Street SW retains integrity of location, as it remains on its original parcel. It retains integrity of setting, as it remains in a heavily developed section of Lakewood, adjacent to a nearby commercial corridor. Window replacement has diminished its integrity of design, materials, and workmanship. Survey and the review of aerial imagery suggests the building may have included a designed landscape in its central courtyard, but the courtyard is now primarily lawn with some plantings, including rhododendron (NETROnline 2023). The apartment building no longer retains integrity of feeling. It continues to perform its original function and retains integrity of association.

Evaluation
The Tahitian was developed as multi-family housing in the 1960s, during a period when Lakewood and other communities along the new route of I-5 added additional residential development, some of which replaced former uses like the horse training grounds to the south of this location. Commercial development also increased along Bridgeport Way SW in the mid-twentieth century, creating an increasingly dense urban fabric in today's Lakewood. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort

Lewis 2023).

The apartment complex provided some of the many new housing units added to pre-incorporation Lakewood in the 1950s and 1960s, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The Tahitian includes some details referencing Polynesian style, an approach to ornament and design associated with mid-century modernism, although these references are faint and primarily limited to the style of the sign, carved into a privacy screen, and a hipped roofline. The Polynesian or "tiki" style was made popular by everything from GIs returning to the United States with memories of the South Pacific to the depiction of island culture and leisure in American movies (Brogan 2017). With the limitations of the location and climate, the stylistic elements of Polynesian or tiki style are barely discernable at this apartment complex. The building is modest in plan, and alterations to its materials and courtyard have diminished its character. The building is a minimally ornamented example of a Modern garden apartment complex (grouping units around a shared open space) with minimal references to Polynesian style. It does not possess the distinctive characteristics of a particular type, period, or method of construction; or represent the work of a master; or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., is part of a district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the apartment building at 5202 112th Street SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the apartment complex at 5202 112th Street SW in Lakewood was constructed in 1963 (Pierce County Assessor 2023). The U-shaped building faces east toward a parking lot and additional development. It is one-story tall, and shielded by a prow-shaped east-facing screen with signage for "The Tahitian." The building's north and west-facing yards are enclosed by privacy fencing and its central courtyard is obscured by the east-facing screen.

The building sits on a poured-concrete foundation, is clad in wood sheet or T1-11, and is topped by shallow hip-on-gable roofs with deep eaves and ornamental wood grids in the gable peaks. The complex is entered by concrete walkways flanking the screen. The interior walls are clad in brick veneer, and apartments include either vinyl French doors or wood French doors with divided lights and, in some cases, divided sidelights. Additional windows are picture windows with sliders and air conditioners or one-over-one windows. All are vinyl frame. The interior courtyard is lined with concrete and brick walks and includes a central lawn bordered by ornamental shrubs.

Bibliography:

Brogan, Jacob. 2017. “There’s More to Classic Tiki Than Just Kitsch,” Smithsonian Magazine. Electronic document, https://www.smithsonianmag.com/smithsonian-institution/theres-more-to-classic-tiki-than-just-kitsch-180964473/, accessed March 29, 2023.

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

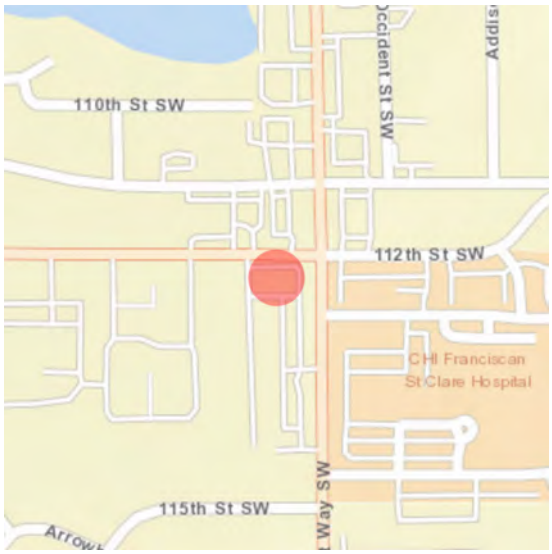
Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Commercial

Property ID: 730665

Location



Address: 11202 Bridgeport Way SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219111018

Geographic Areas: Pierce County Certified Local Government, Lakewood Certified Local Government, T19R02E11, STEILACOOM Quadrangle, Pierce County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1964	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Health Care	Health Care - Clinic
Commerce/Trade	Commerce/Trade - Business
Health Care	Health Care - Clinic

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Commercial

Property ID: 730665

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Commercial

Property ID: 730665

Photos

11202–11208 Bridgeport Way SW, view northwest..jpg

11202-11208 Bridgeport Way SW, view southwest.jpg

Historic Property Report

Historic Name: Commercial

Property ID: 730665

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - Strip Commercial
Roof Type	Gable - Front
Cladding	Brick - Stretcher Bond
Plan	Rectangle
Roof Material	Asphalt/Composition - Built Up

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
From its period of construction (1964), the commercial building at 11202–11208 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel along a commercial corridor. It appears to retain integrity of design, workmanship, feeling, and association, as it continues to provide commercial space and retains many of its original elements, with some small amount of window replacement on the rear elevation that has diminished its integrity of materials.

Evaluation
According to the Tacoma-Pierce County Building Index, the building at 11202–11208 Bridgeport Way was part of the larger Bridgeport Center, addressed as 11226 Bridgeport Way SW. The shopping center comprised this building and another to the south (TPL 2023). The index notes that the development was built by Boyd Lundstrom, a local real estate developer in Tacoma and Lakewood, and Les Rowland. It opened in August 1964. In December 1964, the Community Relations Committee of the Ford Motor Company Dealers of Tacoma presented the builders with an accommodation for their personal investment in the project (Tacoma News Tribune 1964; TPL 2023). Early advertisements for the building at 11202–11208 Bridgeport Way associate the address with Washington Medical Clinics for Weight Control (Seattle Post-Intelligencer 1979). Today, the building supports office and retail use, and devotes its primary unit to food service.

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the

1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was best known as a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (Tacoma News Tribune 1990). While the building was developed by Lundstrom and his partners, research did not reveal that this location holds any significant association with Lundstrom.

The building at 11202–11208 Bridgeport Way SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. Commercial development increased along Bridgeport Way SW, creating an increasingly dense urban fabric in Lakewood. This building is one of many added to the region in the 1950s and 1960s. While it was constructed as part of the larger Bridgeport Center, the remainder of the center (located on a separate parcel outside the AI), has been altered by an addition and window and door replacement and lacks integrity.

Although constructed during a period of growth, it does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The building is a modest commercial block with few character-defining features apart from its arcaded perimeter, a feature common to many mid- and late twentieth-century commercial developments. It does not retain significant signage, associated landscape features like courtyards or plantings, and does not possess significant features of Modern architecture. The building does not possess the distinctive characteristics of a particular type, period, or method of construction or possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district), as no potential district appears to be present. The building does not represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the commercial building at 11202–11208 Bridgeport Way SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the commercial building at 11202–11208 Bridgeport Way SW was constructed in 1964 (Pierce County Assessor 2023). The single-story building is rectangular in plan and faces east toward Bridgeport Way SW. It sits on a poured-concrete foundation, is clad in painted brick veneer in running bond, and is topped by a front-gabled roof with deep eaves extending over covered walks on the south, east, and north elevations. Eaves are supported by simple, round, metal posts.

The building's east-facing facade includes large, aluminum-frame picture windows flanking a smaller central window covered by signage. All windows are associated with the easternmost tenant, identified by signage as "Hoagie's Sub Deli." Above the wide eave is a gable peak with wood vent. The primary entrance is on the south elevation where a glazed, aluminum-frame pedestrian door is paired with an additional aluminum-frame picture window. Along the southern elevation are additional units, each with a glazed aluminum-frame door and aluminum-frame windows of various sizes. The building's west (rear) elevation includes no walkway but three wide, sliding, vinyl-frame windows under a gable peak with wide vent. The building's north elevation also includes pedestrian doors, some solid and some glazed, each paired with a sliding, aluminum-frame window. A large picture window is located near the northeast corner, and mechanical systems are mounted above the northern eave.

Bibliography:

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Seattle Post-Intelligencer. 1979. Advertisement, June 28.

Tacoma News Tribune. 1964. Developers Given Award, November 18.

Tacoma News Tribune. 1990. Boyd Lundstrom Is a Veteran of Previous Cityhood Battle, March 28.

Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1, accessed March 29, 2023.

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730664

Location

Address: Lakeview Ave SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219122139

Geographic Areas: T20R02E36, Lakewood Certified Local Government, Pierce County, TACOMA SOUTH Quadrangle, Pierce County Certified Local Government

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1928	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730664

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730664

Photos

4400 Lakeview Avenue SW, view southwest.jpg

4400 Lakeview Avenue SW, circa 1926, courtesy of the Tacoma-Pierce County Building Index 2..jpg

4400 Lakeview Avenue SW, circa 1926, courtesy of the Tacoma-Pierce County Building Index.jpg

4400 Lakeview Avenue SW, view southeast.jpg

4400 Lakeview Avenue SW, view southwest - 2.jpg

Historic Property Report

Historic Name: Multi-family Residence Property ID: 730664

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Block
Form Type	Multiple Dwelling
Roof Type	Flat with Eaves
Roof Type	Gable - Side
Cladding	Wood - Shiplap
Plan	Irregular

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
From its period of construction (ca. 1925), the apartments at 4400 Lakeview Avenue SW retain integrity of location, as they remain on their original parcel. They do not retain integrity of setting, as revisions to the route of Lakeview Avenue SW (which used to continue south past this resource) and Highway 99 have altered the resource's relationship to historic-period transportation routes. The building does not retain integrity of design, materials, workmanship, or feeling, as it has been altered by changes in siding material, the addition of vinyl-frame windows that replaced wood-framed casements, and the loss of original clay tile eaves, some of which have been replaced with incompatible materials. Additionally, as evident when reviewing 1920s photographs, the building lost its original porch when the building converted its public spaces to residential use, and its primary entrance has been shifted to the north elevation. It has also been expanded by the addition of new apartment units. The building does not retain integrity of association, as it was originally constructed as a roadhouse with restaurant and dancing, and, according to newspaper articles from the 1920s through the 1950s, was slowly expanded to include housing units and then converted entirely to residential use.

Evaluation
The apartment building now addressed as 4400 Lakeview Avenue SW but identified in the Tacoma-Pierce County Building Index as 10700 Pacific Highway SW was constructed circa 1925 and appears in newspaper articles first as the Lighthouse Inn, an

entertainment venue paired with a picnicking location and renovated to include "two spacious rooms for dancing, nine private dining rooms, and a large kitchen" in 1926 (Tacoma News Tribune 1926; Tacoma Public Library 2023). The proprietor, Harry Sharp, was later charged with selling whisky at the nightclub and sentenced to three years prison (Tacoma News Tribune 1930). The location next appeared in newspaper articles as "Max Frolic's Villa," a "roadhouse" or restaurant, stage, and dance hall established in 1932 (Tacoma News Tribune 1932). By 1938, Frolic had moved to a new location nearer Tacoma and was operating a "high class restaurant" (Tacoma News Tribune 1938). In 1939, his former roadhouse was known briefly as Club Liberty, and then as Club Moderne, a fully renovated nightclub that could accommodate roughly 300 people and hosted private parties and banquets. By December of that year, Club Moderne was advertising a New Year's show complete with rumba music by the Modernaires, dinner, a floor show, and "dancing all night" (Tacoma News Tribune 1939a, 1939b). Newspaper articles suggest the club was known as the Victory Inn and partially converted to housing in the 1940s. When it was advertised for sale or rent in 1944, it included "a large clubhouse, formerly called Club Moderne, and several cottages, now rented. Clubhouse has 2 apartments—more can be made" (Tacoma News Tribune 1944). At the time of survey, the building included only multi-family housing.

While local development was associated with general patterns in transportation and housing in Pierce County—including the establishment of roadside attractions like nightclubs along the old Highway 99—Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The former roadhouse was a popular entertainment venue in the 1920s and 1930s before it served as rental housing, and the building is associated with entertainment, recreation, and with broader historic trends like Prohibition, which led to the incarceration of one of its proprietors (Criterion A). While it is associated with local commercial activity and regularly featured local and traveling entertainers, background research did not reveal any important association of the resource with the lives of significant persons (Criterion B). The building is an example of multi-family housing with some details from the early twentieth century, evident in its irregular plan and clay tile eaves. However, the building has been heavily altered, does not retain consistency in design, materials, or plan, and does not possess the distinctive characteristics of a particular type, period, or method of construction. It no longer resembles a roadhouse or entertainment venue as it has been subdivided and its public spaces redesigned and converted to residential use. The building no longer retains the lighthouse signage or other indications that it was designed to attract motorists off Highway 99. It no longer retains the broad welcoming porch that identified its entrance, and features like the crenelated roof and eave have been partially dismantled and replaced with incompatible materials. At the time of survey, the building resembled atypical multi-family housing with few distinctive features apart from its plan. The building does not possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of integrity, Historical Research Associates, Inc., recommends the apartment building at 4400 Lakeview Avenue SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the two-story apartment building at 4400 Lakeview Avenue SW was constructed in 1928 (Pierce County Assessor 2023). However, this appears to be an error as newspaper articles identify this as the location of the Lighthouse Inn's renovated 1925 building as early as 1926 (Tacoma News Tribune 1926). The building is irregular in plan with a partial, central second story. A detached garage is located to the rear (south). The building is angled on its lot, aligned to face the railroad tracks and a former leg of Lakeview Avenue SW, which no longer extends to the south. The building sits on a concrete-block foundation, is clad in lapped wood siding, and is topped by a flat roof on the first floor, which is partially crenelated with clay tile eave. The upper story includes an off-center side-gabled roof with scalloped eave. Wood slat fences enclose the immediate yard.

The building includes multiple units. The building's facade includes a partial western projection with the entry door and stoop for unit 2 located between two large vinyl-frame picture windows. To the east, the building steps back and includes one pedestrian entry paired with a concrete stoop and vinyl-frame windows. West of unit 2 are additional vinyl-frame picture and sliding windows. Above the first floor, the second floor includes three wood-frame, sliding windows with divided lights in the eastern sashes. The building's east elevation includes vinyl-frame, one-over-one windows and a southern projection. On this elevation, clay tile eaves have been replaced with an eave of boards. Two entry doors are approached by shallow stairs and stoops, one with metal rail and the other with manufactured stone. The building's north elevation includes three additional pedestrian doors, including one on the stepped-back southwest corner, and vinyl-frame windows, including a large picture window with internal grids. The unit at the southwest corner includes no eave. The second floor on this elevation reveals a projection to the rear of the second story roof and a pedestrian door.

The garage is a single rectangular building with six individual garage bays. It is sided in lapped wood siding with some plywood and is topped by a shed roof.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1926. Lighthouse Inn Will Be Opened, April 7.
1930. Tony Vendetti Must Serve Prison Term. December 30.
1932. Frolic's Villa to Celebrate Its Third Birthday, October 28.
1938. Max Frolic's New 'Dreamhouse' Opens Thursday, 6 P.M., May 25.
1939a. Dancing Every Night at New Club Moderne, October 20.
1939b. Club Moderne, Formerly Frolic's Villa, ad., December 30.
1944. 14 Acres, beautifully wooded, ad., January 23.

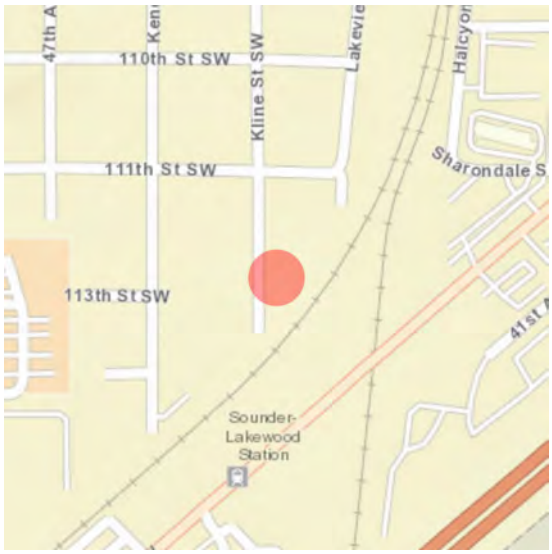
Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1, accessed March 29, 2023.

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730666

Location



Address: 11213 Kline St SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219122142

Geographic Areas: T19R02E12, Pierce County, TACOMA SOUTH Quadrangle, Pierce County Certified Local Government, Lakewood Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1960	☐
Built Date	1950	☐
Built Date	1955	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Photos

11221 Klein Street SW, view northwest.jpg

11213 (left) and 11215-11217 Klein Street SW (right) view northwest.jpg

Historic Property Report

Historic Name: Multi-family Residence Property ID: 730666

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Plan	Rectangle
Foundation	Concrete - Poured
Cladding	Fiber Cement Board
Cladding	Wood - Shiplap
Cladding	Wood - Shingle
Roof Type	Hip

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
As noted above, the units at 11213–11221 Kline Street SW have been heavily altered by window and siding replacement. Historic-period aerials suggest that the complex was constructed in phases between ca. 1955 (11213–11217 Kline Street SW) and 1960 (11221 Kline Street SW) (NETROnline 2023; Pierce County Assessor 2023; Tacoma News Tribune 1955). Historic-period aerials and variations in addresses also suggest that a fourth unit at this location (aka 11219 Kline Street SW) has been demolished or otherwise lost (NETROnline 2023; Pierce County 2023).

The multi-family complex at 11213–11221 Kline Street SW retains integrity of location, as it remains on its original parcel. It does not retain integrity of setting, as development along the railroad tracks to the south and along adjacent lands has altered its original relationship to the surrounding landscape. Window and siding replacement, along with the removal of 11219 Kline Street SW, have diminished the complex's integrity of design, materials, workmanship, and feeling. The complex retains integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation
The multi-family complex at 11213–11221 Kline Street SW was constructed in phases

between ca. 1955 and 1960 (NETROnline 2023; Pierce County Assessor 2023; Tacoma News Tribune 2023). While local development was associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The first reference to these buildings in local newspapers dates to 1955, when C. G. Stillman pulled a permit for 11213 Kline Street SW, which was then offered for rent in July of that year (Tacoma News Tribune 1955; TPL 2023). The Stillman name is associated with development in Lakewood and with the establishment of a tree farm in Pierce County, but research did not reveal that this location holds any significant association with the Stillman family.

While the complex was constructed ca. 1955–1960, likely in association with a growing need for additional housing in the region, it does not appear, based on a review of historic maps and local histories, that the complex had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex's buildings are altered examples of small Minimal Traditional and World War II-Era cottages. Modest in plan with few character-defining features apart from their simple forms and minimal ornament, these units do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). They do not appear to represent the works of a master (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the multi-family complex at 11213–11221 Kline Street SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, parcel 0219122142, addressed as 11213–11221 Kline Street SW, includes three rectangular, parallel buildings contributing to a multi-family complex with a total of four units. Pierce County notes that all were constructed in 1945 (Pierce County Assessor 2023). However, this appears to be an error, as historic aerials suggest the location remained undeveloped as late as 1945 (NETROnline 2023). The earliest buildings, the two northernmost buildings, were added by 1955 (NETROnline 2023; Tacoma News Tribune 1955). The southernmost building, which is adjacent to the AI, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). All three buildings are rectangular, one-story tall, and are separated by narrow strips of lawns.

11213 Kline Street SW
The northernmost building, 11213 Kline Street SW, was constructed ca. 1955 (NETROnline 2023; Pierce County Assessor 2023; Tacoma News Tribune 1955). It is a side-gabled single unit with an off-center entry and stoop under a projecting gable supported by a simple square post. It sits on a poured-concrete foundation, is clad in cement boards, and is topped by a side-gabled, asphalt-shingle roof with modest eaves. The facade includes three sliding vinyl-frame windows with internal grids. The north elevation includes an exterior chimney, and both the north and south elevations include single vinyl-frame, sliding windows.

11215-11217 Kline Street SW
The central building, 11215 and 11217 Kline Street SW, was constructed ca. 1950 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, hipped duplex with one entry facing west and another facing south. It sits on a poured-concrete foundation, is clad in lapped wood siding, with some shingle siding remaining on the south elevation, and is topped by a hipped asphalt-shingle roof. Its facade includes a central entry, stoop, and vinyl-frame, sliding window under a projecting shed eave. Its south elevation includes a second entry door and vinyl-frame, sliding windows. Its north elevation includes additional vinyl-frame, sliding windows, one of which is paired with a wooden ledge.

11221 Kline Street SW
The southern building,11221 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled single unit with its wide facade and primary entry under a projecting shed eave facing south. It sits on a poured-concrete foundation and is clad in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The facade includes a primary and secondary entry door and three vinyl-frame, sliding windows. Its west elevation includes two additional vinyl-frame, sliding windows, and its north elevation includes an additional secondary entry paired with three vinyl-frame windows.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1955. Apt. gas range, 4-burner, ad., July 9.

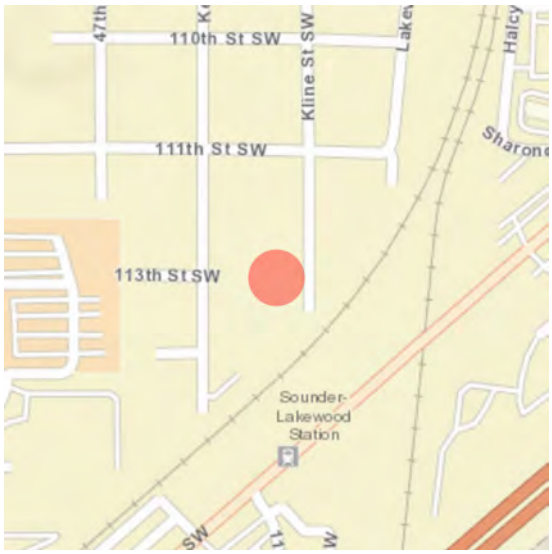
Tacoma News Tribune.

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730716

Location



Address: 11216 Kline St SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219122150

Geographic Areas: Lakewood Certified Local Government, Pierce County Certified Local Government, T19R02E12, Pierce County, TACOMA SOUTH Quadrangle

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1960	☐
Built Date	1940	☐
Moved	1957	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730716

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730716

Photos

11216 through 11230 Kline Street SW, view

11216–11230 Kline Street SW, view southwest.jpg

11216 through 11230 Kline Street SW, view west.jpg

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730716

Inventory Details - 4/20/2023

Common name:

Date recorded: 4/20/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Roof Type	Hip
Cladding	Wood - Shiplap
Cladding	Wood - Shingle
Roof Material	Asphalt/Composition - Shingle
Form Type	Multiple Dwelling - Duplex
Form Type	Multiple Dwelling - Four Unit Block
Foundation	Concrete - Poured
Roof Type	Gable - Side

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity

As noted above, the complex at 11216–11230 Kline Street SW once included a U-shaped configuration, which has been demolished and replaced with four parallel two-unit, rectangular buildings (NETROnline 2023; Pierce County Assessor 2023). From its period of construction (ca. 1940 through 1960), the multi-family housing complex at 11216–11230 Kline Street SW does not retain integrity of location, as at least one of these buildings, likely 11224–11226 Kline Street SW, was moved to this location in 1957, based on local newspaper records (Tacoma News Tribune 1957). The complex does not retain integrity of setting, as development along the railroad tracks to the south and along adjacent lands has altered its surroundings. Alterations, primarily window and siding replacement, have diminished the complex's integrity of design, materials, workmanship, and feeling. The complex retains integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The residential units at 11216–11230 Kline Street SW were constructed ca. 1940 to 1960 as a multi-family housing complex. While local development was associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

The first reference to these buildings in local newspapers dates to 1957, when D. D. Stillman pulled a permit to move an existing duplex to this location (Tacoma News Tribune 1955; TPL 2023). The Stillman name is associated with development in Lakewood and with the establishment of a family tree farm in Pierce County, but research did not reveal that this location holds any significant association with the Stillman family.

While the complex was constructed ca. 1940 to 1960, likely in association with a growing need for additional housing in the region, it does not appear, based on a review of historic maps and local histories, that the complex had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The buildings are altered examples of small Minimal Traditional and World War II-Era cottages. Modest in plan with few character-defining features apart from their simple forms and minimal ornament, these units do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). They do not appear to represent the works of a master (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the multi-family housing complex at 11216–11230 Kline Street SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description: According to the Pierce County Assessor, the parcel 0219122150, addressed as 11216–11230 Kline Street SW, is a multi-family housing complex including four rectangular, parallel duplexes for a total of eight units constructed in 1940 (Pierce County Assessor 2023). However, this appears to be an error, as historic-period aerials show a U-shaped complex at this location as late as 1955 (NETROnline 2023). Based on materials and design, it appears that only one extant building dates from before 1957, as D. D. Stillman pulled a permit to move an existing duplex to this location in 1957 (Tacoma News Tribune 1957). Based on historic-period aerials, all additional buildings date from ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). All four buildings are rectangular, one-story tall, and face east toward Kline Street SW, separated from one another by narrow strips of lawn.

11216–11218 Kline Street SW
The northernmost building, 11216–11218 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, hipped duplex with one entry facing east and another facing south. It sits on a poured-concrete foundation, is clad in lapped wood siding, with some shingle siding remaining on the south elevation, and is topped by a hipped asphalt-shingle roof. Its facade includes a central entry, stoop, and vinyl-frame, sliding window under a projecting shed eave. Its south elevation includes a second entry door and vinyl-frame, sliding windows. Its north elevation includes additional vinyl-frame, sliding windows, one of which is paired with a wooden flower box.

11220–11222 Kline Street SW
The building at 11220–11222 Kline Street SW, was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled duplex with its wide facade and primary entries under a projecting shed eave facing south. It sits on a poured-concrete foundation and is clad in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The facade includes a primary and secondary entry door and three vinyl-frame, sliding windows. Its east elevation includes one additional vinyl-frame, sliding window, and its north elevation includes two additional secondary entries paired with vinyl-frame, sliding windows.

11224–11226 Kline Street SW
The building at 11224-11226 Kline Street SW was constructed ca. 1940, and based on materials and condition is likely the building moved to this location in 1957. It may have provided a model for additional construction (NETROnline 2023; Pierce County Assessor 2023; Tacoma News Tribune 1957). The building 11224 Kline Street SW is a narrow, hipped, duplex with an entry facing east and another facing north. It sits on a poured-concrete foundation, is clad in lapped wood siding, and is topped by a hipped, asphalt-shingle roof with projecting shed eave over the east-facing facade. The facade includes a central entry door paired with two one-over-one, wood-frame windows. Its north elevation includes a second entry paired with wood-frame windows, a trio of wood-frame, one-over-one windows, and three vinyl-frame, sliding windows with a secondary entry door. The building's south elevation includes wood-frame, one-over-one windows grouped in twos and threes, plus two additional vinyl-frame, sliding windows.

11228–11230 Kline Street SW
The southernmost building, adjacent to the AI, 11228–11230 Kline Street SW was constructed ca. 1960 (NETROnline 2023; Pierce County Assessor 2023). It is a narrow, side-gabled duplex with its wide south-facing facade and primary entries under two projecting shed eaves facing south. It sits on a poured-concrete foundation and is clad

primarily in cement boards with manufactured shingles under the eaves. It is topped by a side-gabled, asphalt-shingle roof. The south-facing facade retains cedar shingle siding and includes primary and secondary entry doors under projecting eaves and five vinyl-frame, sliding windows. Its west elevation includes an additional vinyl-frame, sliding window, and its north elevation includes two additional secondary entries paired with vinyl-frame, sliding windows.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1955. Apt. gas range, 4-burner, ad., July 9.
Tacoma News Tribune. 1957. Building Permits, October 27.

Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1, accessed March 29 , 2023.

Historic Property Report

Historic Name: Industrial and Multi-family Residence Property ID: 730667

Location

Address: 4610 113th St SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219122167

Geographic Areas: T19R02E12, Pierce County, TACOMA SOUTH Quadrangle, Pierce County Certified Local Government, Lakewood Certified Local Government

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1955	☐
Built Date	1959	☐
Built Date	1977	☐
Built Date	2006	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Warehouse
Domestic	Domestic - Multiple Family House
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Warehouse
Domestic	Domestic - Multiple Family House

Historic Property Report

Historic Name: Industrial and Multi-family Residence Property ID: 730667

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Photos

4610 113th Street SW, view northwest - 2.jpg

4610 113th Street SW, view west.jpg

Historic Property Report

Historic Name: Industrial and Multi-family Residence Property ID: 730667

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Utilitarian
Roof Material	Metal - Standing Seam
Cladding	Wood - T 1-11
Foundation	Concrete - Poured
Cladding	Wood - T 1-11
Roof Type	Flat with Eaves
Foundation	Concrete - Block
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Structural System	Masonry - Concrete Block
Form Type	Multiple Dwelling
Form Type	Commercial

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity

From its period of earliest construction (1955), the complex of commercial and industrial resources at 4610 113th Street SW has been developed and redeveloped through successive waves of construction and demolition (NETROnline 2023; Pierce County Assessor 2023).

Resources at this location retain integrity of location, as the complex remains on a large parcel north of the railroad tracks. The complex does not retain integrity of setting, as the once rural area has been developed with commercial and residential construction. It does not retain integrity of design, materials, workmanship, feeling, or association, as waves of successive demolition, development and renovation have altered the complex's footprint, materials, and patterns of use. Additionally, the shed (1955) and office (1959) have been renovated with replacement siding and roofing and do not individually retain integrity of design, materials, workmanship, or feeling (NETROnline 2023).

Evaluation

The industrial and commercial resources at 4610 113th Street SW were constructed between 1955 and 2007 and are associated with industrial materials and storage. They do not appear, based on a review of historic maps and local histories, to hold any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resources with the lives of significant persons (Criterion B). The storage shed (1955) and office (1959) are utilitarian in nature. Constructed in rectangular plans with few character-defining features apart from their simple footprints and mass-produced materials, the resources do not possess the distinctive characteristics of a particular type, period, or method of construction. They do not possess high artistic values. They do not appear to represent the works of a master or to represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends that resources at 4610 113th Street SW, not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the parcel addressed as 4610 113th Street SW includes five buildings constructed between 1955 and 2007 (Pierce County Assessor 2023). Buildings include a shed from 1955, an office from 1959, an apartment building from 1977, and two additional storage buildings from 2006 and 2007, which were too young to qualify for listing and not recorded (Pierce County Assessor 2023). The 2.53-acre parcel is devoted to materials storage at the industrial south end (within the AI), which includes a series of office, shed, and storage buildings (1955 to 2007). North of the AI is a multi-family residential building added in 1977 (Pierce County Assessor 2023). As it is not within the AI and not within view of project elements, it was not recorded.

Storage Shed
The storage shed, located in the center of the parcel, was constructed in 1955 (Pierce County Assessor 2023). It is a single-story warehouse of concrete block topped by T1-11. Its opening on the south end is enclosed by sliding garage doors clad in T1-11 on tracks. The building is topped by a standing-seam metal roof. No other fenestration was visible.

Office
The office, located in the center of the parcel, was constructed in 1959 (Pierce County Assessor 2023). It is a small, square, single-story building facing east toward the storage warehouse. It sits on a concrete foundation, is clad in T1-11, and is topped by a flat roof with a flat, projecting eave over the eastern entry. The facade includes a central pedestrian door flanked by two large windows enclosed by heavy mesh screens. Secondary elevations were minimally visible from the public ROW but appeared to include additional window openings.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1961. Congratulations Masonry Trade and Bricklayer Apprentices, ad., March 10.

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 154009

Location

Address: 4801 115TH StCt SW, LAKEWOOD, WA 98499

Tax No/Parcel No: 2650000050

Plat/Block/Lot: Section 12 Township 19 Range 02 Quarter 22 BRIDGEP

Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T19R02E12

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1962	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Builder	Unknown
Engineer	Unknown

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
040814-28-FCC, , Sound Transit Positive Train Control (PTC) - formerly North Corridor Transit Project		Determined Not Eligible	, 5/13/2014
2011-06-00083, , Assessors Data Project: Pierce County 6		Not Determined	
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 154009

Photos

4801 115th Street Court SW, view north.jpg

4801 115th Street Court SW, view northeast.jpg

Primary facade faces south

Southeast corner

Northeast corner (back of building)

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 154009

Inventory Details - 7/6/2011

Common name: 4801 115th St. CT SW

Date recorded: 7/6/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Multiple Dwelling
Structural System	Wood - Platform Frame

Surveyor Opinion

Physical description: The building at 4801 115th Street Court SW, Lakewood, is located in Pierce County. According to the county assessor, the structure was built in 1962 and is a multiple family house. Also according to the county assessor, the structure was remodeled in 1980. The 2-story, platform frame building has a roof clad in an unknown material. The walls of the multi-family form are clad principally in an unknown material.

Historic Property Report

Historic Name: Multi-Family Residence Property ID: 154009

Inventory Details - 12/12/2013

Common name: 4801 115th St. CT SW

Date recorded: 12/12/2013

Field Recorder: C. Beckner

Field Site number:

SHPO Determination 040814-28-FCC determined on 5/13/2014

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Structural System	Wood - Platform Frame
Plan	Rectangle
Cladding	Wood - T 1-11
Roof Type	Flat with Eaves
Form Type	Multiple Dwelling - Multi-Story Apartment Block

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): Yes

Significance narrative: The apartment complex at 4801 115th St Ct SW represents a relatively commonplace example of mid-century architecture that appears to lack sufficient distinction, high artistic values, or association with a master necessary for NRHP eligibility under Criterion C at a local, state, or national level. The property is not located in a historic district, and therefore does not contribute to a significant and distinctive entity whose components lack individual distinction. The property was evaluated at a reconnaissance level only, and was not evaluated for eligibility under Criteria A, B, or D.

Physical description: This 16,000 square foot, multi-family, residential building is two stories, rectangular in plan, with a gallery on the second floor of its south-facing primary facade. The walkway and three sets of stairs shelter under a projecting flat roof. The building sits on a concrete foundation, is clad in wood sheet, and includes vinyl windows on all units. Stairs and railings are metal with decorative wood panels.

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 154009

Inventory Details - 4/17/2023

Common name: Twin Oaks Apartment

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Wood - T 1-11
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Plan	Rectangle
Form Type	Multiple Dwelling - Multi-Story Apartment Block

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity

The apartment complex at 4801 115th Street Court SW was once paired with a heated pool, which has since been filled or removed, the land converted to parking. Additionally, newspaper articles detail at least three fires at the complex beginning in the 1990s, the most recent of which "gutted nine apartments." Phases of repair and replacement may have contributed to evident alterations in materials (Tacoma News Tribune2012).

From its period of construction (1962), the rectangular apartment block at 4801 115th Street Court SW retains integrity of location and setting, as it remains on its original parcel and retains its relationship to adjacent transportation networks and multi-family residential development. It does not retain integrity of design, materials, workmanship, or feeling, due to alterations including incompatible window and siding replacement, as well as the loss of its associated swimming pool. The building does retain integrity of association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The apartment complex at 4801 115th Street Court SW, known as the Twin Oaks (formerly Ray Mar) apartments, was constructed in 1962, and early aerial images and newspaper articles indicate that it included a heated pool, once located in its large parking lot. The pool has since been removed or filled (NETROnline 2023; Tacoma News Tribune 1971).

The Ray Mar Apartments were constructed as multi-family housing. While local development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

It does not appear, based on a review of historic maps and local histories, that the Twin Oaks Apartments held important associations with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The apartment building is rectangular in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units on two floors. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values. It does not appear to represent the works of a master or to represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the buildings were built of common construction methods and well-known materials and are unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the apartment complex at 4801 115th Street Court SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the Twin Oaks apartment building at4801 115th Street Court SW was constructed in 1962 (Pierce County Assessor 2023). The two-story, rectangular building faces parking lots to the south. The building sits on a poured-concrete foundation, is clad in T1-11 siding, and is topped by a shallow, side-gable roof covered in asphalt shingles.

The building's south-facing facade includes an upper story balcony that shelters a concrete walk on the lower floor. The balcony and the projecting eave above it are supported by round metal posts. Three exterior stairways access the balcony level, which includes a metal railing with metal panels. On the first and second floors, units are identified by single pedestrian doors paired with one large, vinyl-frame, sliding window. No other fenestration is visible. Side elevations are bare. The rear elevation, which was not visible from the public ROW, faces a narrow lawn.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1971. Near McChord, Ray Mar Apartments, ad., October 8.
Tacoma News Tribune. 2012. Weekend Apartment Fire Displaces 26 People, May 1.

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 153976

Location

Address: 4815 115TH StCt SW, LAKEWOOD, WA 98499

Tax No/Parcel No: 2650000030

Plat/Block/Lot: Section 12 Township 19 Range 02 Quarter 22 BRIDGEP

Geographic Areas: Pierce County, STEILACOOM Quadrangle, T19R02E12

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1963	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Engineer	Unknown

Historic Property Report

Historic Name: Multi-Family Residence Property ID: 153976

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
040814-28-FCC, , Sound Transit Positive Train Control (PTC) - formerly North Corridor Transit Project		Determined Not Eligible	, 5/13/2014
2011-06-00083, , Assessors Data Project: Pierce County 6		Not Determined	
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 153976

Photos

4815 115th Street Court SW, view northeast - 2.jpg

4815 115th Street Court SW, view northeast.jpg

Interior courtyard

South elevation

Apartments on west elevation

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 153976

Inventory Details - 7/6/2011

Common name: 4815 115th St CT SW

Date recorded: 7/6/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Multiple Dwelling
Structural System	Wood - Platform Frame

Surveyor Opinion

Physical description: The building at 4815 115th Street Court SW, Lakewood, is located in Pierce County. According to the county assessor, the structure was built in 1963 and is a multiple family house. Also according to the county assessor, the structure was remodeled in 1980. The 2-story, platform frame building has a roof clad in an unknown material. The walls of the multi-family form are clad principally in an unknown material.

Historic Property Report

Historic Name: Multi-Family Residence Property ID: 153976

Inventory Details - 12/12/2013

Common name: 4815 115th St CT SW

Date recorded: 12/12/2013

Field Recorder: C. Beckner

Field Site number:

SHPO Determination 040814-28-FCC determined on 5/13/2014

Detail Information

Characteristics:

Category	Item
Structural System	Wood - Platform Frame
Plan	L-Shape
Form Type	Multiple Dwelling - Multi-Story Apartment Block
Roof Type	Flat with Eaves
Foundation	Concrete - Poured
Cladding	Wood - T 1-11

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): Yes

Significance narrative: The apartment complex at 4815 115th St Ct SW represents a relatively commonplace example of mid-century architecture that appears to lack sufficient distinction, high artistic values, or association with a master necessary for NRHP eligibility under Criterion C at a local, state, or national level. The property is not located in a historic district, and therefore does not contribute to a significant and distinctive entity whose components lack individual distinction. The property was evaluated at a reconnaissance level only, and was not evaluated for eligibility under Criteria A, B, or D.

Physical description: This 11,348 square foot residential building is L-shaped, two stories tall, and faces south. Paired with 4901 115th Ct SW, the building forms a U around an internal grassy courtyard with paved paths. The building sits on a concrete foundation, is primarily clad in wood sheet, and is topped by a flat roof that projects in places to form covered balconies and covered porches for the apartments. Projecting eaves are supported by square wood posts and the balcony is fronted by a half-wall of framed wood panels. Apartments include aluminum windows and metal doors. A one-story screen of decorative concrete block faces south, providing privacy to stairwells and the bottom floor apartments. According to assessor's records, alterations from 1980 consisted primarily of asphalt paving and concrete work.

Historic Property Report

Historic Name: Multi-Family Residence Property ID: 153976

Inventory Details - 4/17/2023

Common name: Cascade Village Apartment

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Fiber Cement Board
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Plan	L-Shape
Form Type	Multiple Dwelling - Multi-Story Apartment Block

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
From its period of construction (1963), the apartment block at 4815 115th Street Court SW retains integrity of location and setting, as it remains among other apartment buildings on its original parcel. The building does not retain integrity of design, materials, or workmanship, due to incompatible window and siding replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation
The Cascade Village Apartment building at 4815 115th Street Court SW, advertised in the Tacoma News Tribune in the 1970s as the "Golden Finial" apartments, was completed in 1963 (Tacoma News Tribune 1970). A permit was pulled in 1962 by local real estate developer Boyd Lundstrom for the 28-unit, $150,000 construction project (Tacoma News Tribune 1962a). According to the News Tribune, the building was part of a project expected to include 100 units. "Component parts for the building were assembled by the Fairliner Structures Division of Western Boat Building Corp. of Tacoma" (Tacoma News Tribune 1962b).

The apartment complex at 4815 115th Street Court SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing

Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was best known as a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (Tacoma News Tribune 1990). While the building was developed by Lundstrom, research did not reveal that this location holds any significant association with him.

It does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The apartment building is L-shaped in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It is one of many buildings associated with developer Boyd Lundstrom, but it does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the apartment block at 4815 115th Street Court SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the Cascade Village Apartment building at 4815 115th Street Court SW was constructed in 1963, one year after the first Cascade Village Apartment building, addressed as 4901 115th Street Court SW and located to the west. The two buildings are mirror images of one another. The building at 4901 115th Street Court SW is evaluated separately.

The building at 4815 115th Street Court SW is two stories tall, L-shaped in plan, and faces parking lots to the southwest. The building sits on a poured-concrete foundation, is clad in cement boards, and is topped by a flat built-up roof with deep eaves.

The building's southwest-facing facade includes partial upper story balconies that shelter concrete stoops on the lower floor. The balconies and the projecting eaves above them are supported by square metal posts. Interior stairways access the balconies, which include metal railings. On the first and second floors, units are identified by single pedestrian doors flanked by three-part, vinyl-frame picture windows on one side and large, vinyl-frame, sliding windows on the other. No other fenestration is visible. Side elevations are bare but include minor projections for the second floor. The rear elevations, where visible from the public ROW, include small, vinyl-frame, sliding windows on both floors.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March31, 2023.

Tacoma News Tribune. 1962a. Big Apartment Permit Issued, January 31.
Tacoma News Tribune. 1962b. Lakes Builder Gets Permit, February 4.
Tacoma News Tribune. 1990. Boyd Lundstrom Is a Veteran of Previous Cityhood Battle, March 28.

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 153974

Location

Address: 4901 115TH StCt SW, LAKEWOOD, WA 98499

Tax No/Parcel No: 2650000020

Plat/Block/Lot: Section 12 Township 19 Range 02 Quarter 22 BRIDGEP

Geographic Areas: Pierce County, STEILACOOM Quadrangle, T19R02E12

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1962	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Engineer	Unknown

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
040814-28-FCC, , Sound Transit Positive Train Control (PTC) - formerly North Corridor Transit Project		Determined Not Eligible	, 5/13/2014
2011-06-00083, , Assessors Data Project: Pierce County 6		Not Determined	
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 153974

Photos

4901 115th Street Court SW, view north - 2.jpg

4901 115th Street Court SW, view north.jpg

South elevation

Southeast corner

Southeast corner

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 153974

Inventory Details - 7/6/2011

Common name: 4901 115th St CT SW

Date recorded: 7/6/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Multiple Dwelling
Structural System	Wood - Platform Frame

Surveyor Opinion

Physical description: The building at 4901 115th Street Court SW, Lakewood, is located in Pierce County. According to the county assessor, the structure was built in 1962 and is a multiple family house. Also according to the county assessor, the structure was remodeled in 1980. The 2-story, platform frame building has a roof clad in an unknown material. The walls of the multi-family form are clad principally in an unknown material.

Historic Property Report

Historic Name: Multi-Family Residence Property ID: 153974

Inventory Details - 12/12/2013

Common name: 4901 115th St CT SW

Date recorded: 12/12/2013

Field Recorder: C. Beckner

Field Site number:

SHPO Determination 040814-28-FCC determined on 5/13/2014

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Roof Type	Flat with Eaves
Plan	L-Shape
Form Type	Multiple Dwelling - Multi-Story Apartment Block
Cladding	Wood - T 1-11
Structural System	Wood - Platform Frame

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): Yes

Significance narrative: The apartment complex at 4901 115th St Ct SW represents a relatively commonplace example of mid-century architecture that appears to lack sufficient distinction, high artistic values, or association with a master necessary for NRHP eligibility under Criterion C at a local, state, or national level. The property is not located in a historic district, and therefore does not contribute to a significant and distinctive entity whose components lack individual distinction. The property was evaluated at a reconnaissance level only, and was not evaluated for eligibility under Criteria A, B, or D.

Physical description: This 11,072 square foot residential building is L-shaped, two stories tall, and faces south. Paired with 4815 115th Ct SW, the building forms a U around an internal grassy courtyard with paved paths. The building sits on a concrete foundation, is clad in a combination of wood sheet and aluminum siding, and is topped by a flat roof that projects to form a covered gallery for second story apartments. Eaves are supported by square wood posts and the gallery is fronted by a half wall railing of framed wood panels. Apartments include aluminum windows and metal doors. A privacy screen of vertical wood members shields an exterior stair that faces the street.
According to assessor's records, alterations from 1980 consisted primarily of asphalt paving and concrete work.

Historic Property Report

Historic Name: Multi-Family Residence Property ID: 153974

Inventory Details - 4/17/2023

Common name: Cascade Village Apartment

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Fiber Cement Board
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Built Up
Plan	L-Shape
Form Type	Multiple Dwelling - Multi-Story Apartment Block

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
From its period of construction (1962), the apartment block at 4901 115th Street Court SW retains integrity of location and setting, as it remains among other apartment buildings on its original parcel. The building does not retain integrity of design, materials, or workmanship, due to incompatible window and siding replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation
The Cascade Village Apartment building at 4901 115th Street Court SW, advertised in the Tacoma News Tribune in the 1960s as the "Butler House" apartments, was completed in 1962, a year before the second Cascade Village Apartment building to the west (Tacoma News Tribune 1962c). A permit was pulled in 1962 by local real estate developer Boyd Lundstrom for the 28-unit, $150,000 construction project (Tacoma News Tribune 1962a). According to the News Tribune, the building was part of a project expected to include 100 units. "Component parts for the building were assembled by the Fairliner Structures Division of Western Boat Building Corp. of Tacoma" (Tacoma News Tribune 1962b).

The apartment complex at 4901 115th Street Court SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in

Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Boyd Lundstrom was an active real estate developer in Lakewood and Tacoma in the 1960s and 1970s, constructing single-family and multi-family housing along with commercial development. He served as the 1964 president of the Master Builders Association of Pierce County and advocated for affordability and new building practices that could lower costs for consumers. In the 1980s and 1990s, he was a voice against incorporation for Lakewood, an effort attempting to limit government interference. Incorporation passed in spite of his opposition in 1996 (Tacoma News Tribune1990). While the building was developed by Lundstrom, research did not reveal that this location holds any significant association with him.

Research did not reveal the building to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons, apart from Lundstrom. The building's association with Lundstrom does not rise to the level of significance required to qualify under Criterion B (Criterion B). The apartment building is L-shaped in plan, utilitarian in design, with few character-defining features apart from its plan, which stacks residential units on two floors. Alterations to siding and window materials have obscured its original character. The building does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). It is one of many buildings associated with developer Boyd Lundstrom, but it does not appear to represent the works of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the apartment block at 4901 115th Street Court SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the Cascade Village Apartment building at 4901 115th Street Court SW was constructed in 1962, one year before the Cascade Village Apartment building addressed as 4815 115th Street Court SW and located to the west. The two buildings are mirror images of one another. The building at 4815 115th Street Court SW is evaluated separately.

The building at 4901 115th Street Court SW is two stories tall, L-shaped in plan, and faces parking lots to the southeast. The building sits on a poured-concrete foundation, is clad in cement boards, and is topped by a flat built-up roof with deep eaves. Applied signage on the south elevation reads “Cascade Village Apartments”.

The building’s southeast-facing facade includes an upper story balcony that shelters a concrete walk on the lower floor. The balcony and the projecting eave above it is supported by square posts. Exterior stairways access the balcony, which includes metal railings. On the first and second floors, units are identified by single pedestrian doors flanked by three-part, vinyl-frame picture windows with some vinyl-frame, sliding windows. The south elevation includes signage and vinyl-frame, three-part windows. The rear elevations, where visible from the public ROW, include various sizes of vinyl-frame, sliding windows on both floors and pedestrian doors on the bottom floor.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March31, 2023.

Tacoma News Tribune. 1962a. Big Apartment Permit Issued, January 31.
Tacoma News Tribune. 1962b. Lakes Builder Gets Permit, February 4.
Tacoma News Tribune. 1962c. The Butler House, ad., December 4.
Tacoma News Tribune. 1990. Boyd Lundstrom Is a Veteran of Previous Cityhood Battle, March 28.

Historic Property Report

Historic Name: Commercial

Property ID: 730670

Location

Address: 11509 Bridgeport Way SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219122065

Geographic Areas: STEILACOOM Quadrangle, Lakewood Certified Local Government, T19R02E12, Pierce County, Pierce County Certified Local Government

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1960	☐
Built Date	1968	☐
Built Date	2002	☐
Addition	2004	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Warehouse
Commerce/Trade	Commerce/Trade - Warehouse

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
Architect	Donald F. Burr

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Photos

11509 Bridgeport Way SW, view east.jpg

11509 Bridgeport Way SW, view northeast.jpg

11509 Bridgeport Way SW, view northeast.jpg

Historic Property Report

Historic Name: Commercial

Property ID: 730670

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Plan	Rectangle
Cladding	Metal - Aluminum Siding
Roof Type	Gable
Roof Material	Metal - Standing Seam
Form Type	Utilitarian
Cladding	Brick
Cladding	Wood - Board & Batten
Roof Type	Gable - Front
Form Type	Commercial

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity
From its period of original construction (1960), the building complex at 11509 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel and is surrounded by development of the same era. It does not retain integrity of design, materials, workmanship, or feeling, due to extensive redevelopment. Since the first buildings were completed in 1960 (warehouse and office), an additional warehouse was added in 1968, and a large office addition was added ca. 2004. The complex is still used by Lakeview Light and Power Co. and retains integrity of association.

Evaluation
According to the Tacoma-Pierce County Building Index, the complex at 11509 Bridgeport Way was constructed in 1960 for Lakeview Light and Power Co., which remains headquartered at this location (TPL 2023). The architect was Donald F. Burr and Associates (Tacoma News Tribune 1982a; TPL 2023). Lakeview Light and Power Co. is a small utility company launched in 1922 as the Lakeview Light & Water Company, a non-profit, which originally leased power from a line that connected Tacoma to a sanitarium

to the south. The company then constructed branches to distribute power to the surrounding area. According to the company's website:

…by June of 1931 the Company had added 12.5 miles of distribution lines and by June of 1942 was serving 459 accounts. By June of 1945 the membership had increased to 595 and the name of the company was changed to Lakeview Light and Power. By June of1950 membership had grown to 1,275… today [2023], Lakeview has 2,819 members and serves 10,386 meters with 83 miles of distribution line. [Lakeview Light and Power 2023]

Donald F. Burr (1922–1982) was a local Tacoma architect who appears in news articles as a designer of school buildings and community centers (Tacoma News Tribune1962d). He does not appear among lists of significant northwest architects established by DAHP or advocacy groups like DOCOMOMO-WEWA, but was a fellow of the American Institute of Architects, and was known for designing the University of Puget Sound Law Center, the chapel at Charles Wright Academy, and Steilacoom High School (Tacoma News Tribune 1982b). While Burr was a local architect, the headquarters building he designed for Lakeview Light and Power has been so heavily altered that his work is no longer discernible. As noted in the Tacoma News Tribune, in2001, the company undertook a major redesign of its headquarters. "The project would add 2,444 sq. ft. of additional office space, 1,000 sq. ft. of additional garage space, and a pole stack rack" (Tacoma News Tribune 2001).

Based on its role in providing power to portions of Lakewood, the headquarters for Lakeview Light and Power does possess important associations with events that made a significant contribution to the broad patterns of local, state, or national history under the Community Planning and Development area of significance (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building and its surrounding complex have been heavily altered in recent years. Extensive additions have obscured the complex's historic-period character. The complex is now dominated by an office that resembles a post-modern or Contemporary building from the twenty-first century. The complex no longer possesses the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values, and it does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district). Due to an irretrievable loss of integrity, the building does not represent the work of a master (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of integrity, Historical Research Associates, Inc., recommends the complex at 11509 Bridgeport Way not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the parcel addressed as 11509 Bridgeport Way SW includes four buildings, a storage warehouse from 1960, an office building from 1960, a storage warehouse from 1968, and a storage warehouse from 2002 (Pierce County Assessor 2023). Historic-period aerial photos indicate that the original buildings on this parcel have been enlarged, connected, and no longer retain their original footprints.

Currently, the parcel includes one large rectangular warehouse on its north edge (constructed in 1960 and enlarged ca. 2004). To the south is an office building with attached warehouse to the rear (the office was constructed in 1960, attached to the warehouse constructed in 1968, and greatly enlarged ca. 2004). A small, detached warehouse was added on the east end of the large parcel in 2002. It is too young to be eligible for NRHP listing and was not recorded. The complex of buildings, used by Lakeview Power and Light, is dominated, from the public ROW, by the2004 office addition (NETROnline 2023; Pierce County Assessor 2023).

Northern Warehouse
The northern warehouse was constructed in 1960 and enlarged ca. 2004 (NETROnline 2023; Pierce County Assessor 2023). It is rectangular, a single story tall, and sits on a poured-concrete foundation. It is clad in ribbed metal panels and is topped by a shallow gable roof of standing-seam metal with no eave. The south elevation includes numerous garage bays with overhead doors and one pedestrian door. The westernmost garage door is oversized. No other fenestration was visible.

Office Building and Warehouse
The office was constructed in 1960, attached to a rear warehouse constructed in 1968, and then greatly enlarged by an office addition on the facade ca. 2004 (NETROnline 2023; Pierce County Assessor 2023). The building is a single story tall and irregular in plan. The office building and warehouse sits on a poured-concrete foundation, is clad in a combination of brick, board-and-batten, and ribbed metal siding, and is topped by a front-gabled roof with telescoping gable peaks and a raised roof over its central section.

The building's west-facing facade includes a projecting gabled entry supported by brick pillars with round posts. Under the eave is an entry of black glass doors with sidelights topped by a large transom. South of the entry is a wall of brick with no fenestration. North of the entry is a wall with a wide metal-framed window topped by an angled window under the gable. The wall surface is clad in a skirt of brick under board-and-batten siding. Clerestory windows are visible above the facade. The building's north elevation includes a projecting eave supported by bricked posts over a drive-thru bay. The building's south elevation is clad in brick with glazed pedestrian door and full-height window, as well as additional square, metal-frame windows. The rear of the building is enclosed by a privacy fence where it connects to the metal warehouse, which includes one solid pedestrian door on the south elevation.

Bibliography:

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1982a. Power Firm Names Manager, January 15.
Tacoma News Tribune. 2001. City of Lakewood, Notice of Public Hearing, Case #LU010012, April 19.

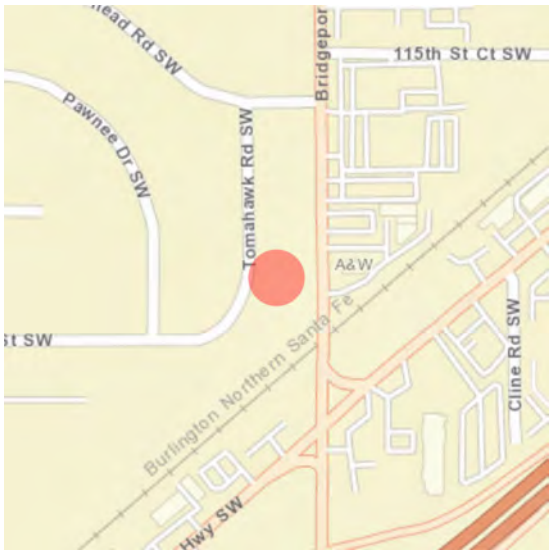
Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1, accessed March 29, 2023.

Historic Property Report

Historic Name: Residence

Property ID: 148065

Location



Address: 11803 Tomahawk Rd SW, Lakewood, Washington, 98499

Tax No/Parcel No: 5125200050

Plat/Block/Lot: Section 11 Township 19 Range 02 Quarter 14 LAKEWOO

Geographic Areas: Pierce County, STEILACOOM Quadrangle, T19R02E11

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1956	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Residence

Property ID: 148065

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-06-00082, , Assessors Data Project: Pierce County 5		Not Determined	
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Residence

Property ID: 148065

Photos

11803 Tomahawk Road SW, view southeast.jpg

11803 Tomahawk Road SW, view east.jpg

Historic Property Report

Historic Name: Residence

Property ID: 148065

Inventory Details - 7/5/2011

Common name:

Date recorded: 7/5/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 5125200050

SHPO Determination

Detail Information

Characteristics:

Category	Item
Roof Material	Asphalt/Composition - Shingle
Form Type	Single Dwelling
Cladding	Wood
Structural System	Wood - Platform Frame

Surveyor Opinion

Physical description: The house at 11803 Tomahawk SW, Lakewood, is located in Pierce County. According to the county assessor, the structure was built in 1956 and is a single family dwelling. Also according to the county assessor, the structure was remodeled in 1970. The 1-story, platform frame building has a roof clad in asphalt composition shingles. The walls of the single-family form are clad principally in wood. The county assessor also reports that there is an attached garage.

Historic Property Report

Historic Name: Residence

Property ID: 148065

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	L-Shape
Foundation	Concrete - Poured
Cladding	Wood - Shingle
Cladding	Wood - Board & Batten
Roof Type	Gable - Cross
Roof Material	Asphalt/Composition - Shingle
Form Type	Single Dwelling - Cross Gable

Styles:

Period	Style Details
Modern Movement (1930-1970)	Prairie Ranch

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (1956), the residence at 11803 Tomahawk Road SW retains integrity of location and setting, as it remains on its original parcel and faces additional residential construction. It does not retain integrity of design, material, or workmanship, as historic-period aerials show a garage addition to the south (NETROnline 2023). Field survey identified additional incompatible alterations including an enclosed former garage and replacement windows. The building does retain integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 11803 Tomahawk Road SW was constructed in 1956, during a period when Lakewood and other communities along the new route of I-5 added additional residential development. While local development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the 1950s and 1960s, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Ranch house, featuring a single-story plan altered by numerous additions, including prominent gables and vinyl-framed windows. With additions and replacement materials, the building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the residence at 11803 Tomahawk Road SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the residence at 11803 Tomahawk Road SW was constructed in 1956 (Pierce County Assessor 2023). The single-story residence faces west and is generally L-shaped in plan. The building sits on a poured-concrete foundation, is clad in shingles with board and batten in the gables, and is topped by a cross-gabled roof covered in asphalt shingles.

The building's west-facing elevation faces Tomahawk Road SW. It includes a front-facing gable with side-gabled wing. The building has been enlarged to the south, with its original single-car garage enclosed and an additional single-car garage attached to the southern end of the wing. Under the gable, the building features a large, vinyl-frame picture window, an external brick chimney, and additional sliding, vinyl-frame windows. The building's entry is located on the north elevation under a projecting gable roof supported by simple square posts. The east elevation includes a second large, vinyl-frame picture window, a pedestrian entry, and additional vinyl-frame, sliding windows. Additional elevations were not visible behind privacy fencing.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

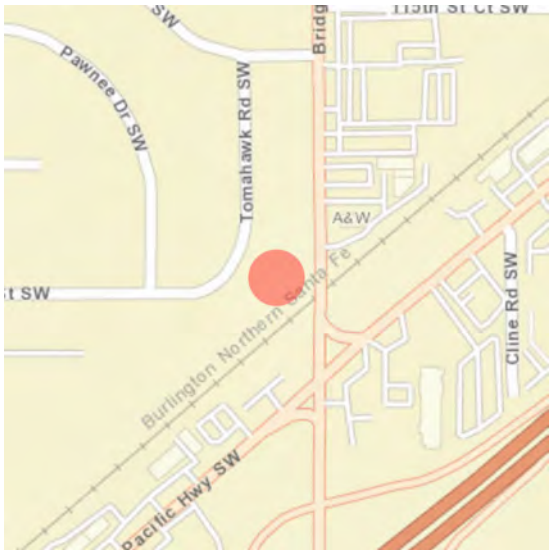
Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Residence

Property ID: 153468

Location



Address: 11811 TOMAHAWK RD SW, LAKEWOOD, WA

Tax No/Parcel No: 5125200060

Plat/Block/Lot: Section 11 Township 19 Range 02 Quarter 14 LAKEWOO

Geographic Areas: Pierce County, STEILACOOM Quadrangle, T19R02E11

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1957	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Residence

Property ID: 153468

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2011-06-00083, , Assessors Data Project: Pierce County 6		Not Determined	
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Residence

Property ID: 153468

Photos

11811 Tomahawk Road SW, view east.jpg

11811 Tomahawk Road SW, view northeast.jpg

Historic Property Report

Historic Name: Residence

Property ID: 153468

Inventory Details - 7/6/2011

Common name:

Date recorded: 7/6/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 5125200060

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Single Dwelling
Roof Material	Asphalt/Composition - Shingle
Structural System	Wood - Platform Frame
Cladding	Wood

Surveyor Opinion

Physical description: The house at 11811 Tomahawk Road SW, Lakewood, is located in Pierce County. According to the county assessor, the structure was built in 1957 and is a single family dwelling. Also according to the county assessor, the structure was remodeled in 1971. The 1-story, platform frame building has a roof clad in asphalt composition shingles. The walls of the single-family form are clad principally in wood. The county assessor also reports that there is an attached garage.

Historic Property Report

Historic Name: Residence

Property ID: 153468

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling - Ranch
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - T 1-11
Cladding	Wood - Shiplap
Plan	Rectangle
Cladding	Stone

Styles:

Period	Style Details
Modern Movement (1930-1970)	Prairie Ranch

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (1957), 11811 Tomahawk Road SW retains integrity of location and setting, as it remains on its original parcel and faces additional residential construction. It does not retain integrity of design, material, or workmanship, due to incompatible additions including a large wing added to the east and what may be an added garage bay, as indicated by historic-period aerials from between1995 and 1998 (Pierce County Assessor 2023). Field survey identified additional alterations including incompatible siding and window replacement. The building does retain integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 11811 Tomahawk Road SW was constructed in 1957, during a period when Lakewood and other communities along the new route of I-5 added additional residential development. While local development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the 1950s and 1960s, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Ranch house, featuring a single-story plan altered by the addition of manufactured siding and vinyl-framed windows, as well as large additions (Pierce County Assessor 2023). The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the residence at 11811 Tomahawk Road SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the single-family residence at 11811 Tomahawk Road SW was constructed in 1957 (Pierce County Assessor 2023). The building is rectangular in plan, a single story tall, and faces west. It sits on a poured-concrete foundation and is clad in lapped wood siding partially topped by T1-11. A skirt of applied manufactured stone is located south of the building's central entry. The building is topped by a hipped roof covered in asphalt shingles.

The building's west-facing facade includes a central recessed entry with stoop and exterior ramp with wood railing. The pedestrian door is paired with a sidelight. North of the entry are two vinyl-frame, sliding windows. South of the entry is a three-part, vinyl-frame window plus additional vinyl-frame, sliding windows. Two garage bays are located in the building's south end. Secondary elevations were not visible behind privacy fencing.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

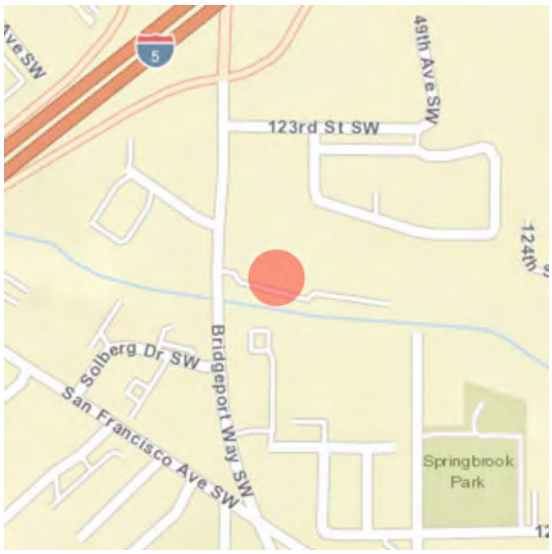
Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730671

Location



Address: 12413 Bridgeport Way SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219123054

Geographic Areas: Lakewood Certified Local Government, Pierce County Certified Local Government, STEILACOOM Quadrangle, T19R02E48, Pierce County

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1955	☐
Built Date	1972	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Multi-family Residence Property ID: 730671

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Photos

12413 Bridgeport Way SW, view east.jpg

12413 Bridgeport Way SW, view south.jpg

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730671

Inventory Details - 4/17/2023

Common name: Gen-Villa Apartment

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Multiple Dwelling
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Roof Type	Hip - Hip-on-Gable
Cladding	Brick - Stretcher Bond
Cladding	Wood - Shiplap
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (1955 to 1972), the apartment complex at 12413 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel surrounded by additional multi-family development. It appears to retain integrity of design, materials, and workmanship, as it retains its original footprint, entry, wood siding, and aluminum-frame windows. It appears to retain integrity of feeling and association, as it performs its original function and continues to serve as multi-family housing.

Evaluation

The Gen-Villa apartment complex at 12413 Bridgeport Way SW was constructed in two phases. The first building was completed in 1955, and a second was added to the rear of the complex in 1972 (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While local development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the two-building complex does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The original apartment building is rectangular in plan, with few character-defining features apart from its projecting entry, which includes some decorative hardware on its doors. The two-building complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance, Historical Research Associates, Inc., recommends the two-building apartment complex at 12413 Bridgeport Way SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the multi-family apartment block at 12413 Bridgeport Way SW was constructed in 1955, with a second building added to the rear in of the parcel in 1972 (Pierce County Assessor 2023). The primary building is rectangular in plan, two stories tall on the west half and a single story tall on the east half. The building faces west toward Bridgeport Way SW. It sits on a poured-concrete foundation and is clad in running brick on the lower floor and lapped wood siding on the upper floor. The building's lower floor includes a deep hipped eave covered in asphalt shingles, and the partial upper floor includes a hip-on-gable roof with deep eaves covered in asphalt shingles.

The building's west-facing facade includes a projecting central entry. Two wood doors with Gothic hardware are topped with applied signage for "Gen-Villa." Above the entry, in the projecting gable is a painted wood grid. The facade includes no other fenestration, but a segment of breezeblock acts as privacy fencing for entries on the building's north elevation.

The building's north elevation was minimally visible behind privacy fencing and screens on the lower floor but includes shallow porches with glass sliding doors on the lower floor and aluminum-framed windows in the upper floor. The building's south elevation includes mailboxes and angled carports on the lower floor. The upper floor includes aluminum-frame, sliding windows. Gravel paths, stone planter boxes, and lawns are paired with planting beds north and south of the main building and its parking lot.

The complex's secondary rear building was minimally visible from the public ROW, but includes a rectangular, two-story plan with brick siding and aluminum-frame windows.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Commercial

Property ID: 730672

Location

Address: 12928 Bridgeport Way SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219132044

Geographic Areas: Lakewood Certified Local Government, STEILACOOM Quadrangle, Pierce County, Pierce County Certified Local Government, T19R02E48

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1960	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Business
Commerce/Trade	Commerce/Trade - Business

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Commercial

Property ID: 730672

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Commercial

Property ID: 730672

Photos

Bridgeport Way SW, view northwest.jpg

12928 Bridgeport Way SW, view southwest.

Historic Property Report

Historic Name: Commercial

Property ID: 730672

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Brick - Stretcher Bond
Plan	Rectangle
Cladding	Wood - T 1-11

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (1959), the corner store at 12928 Bridgeport Way SW retains integrity of location and setting, as it remains on its original parcel at a busy intersection. It does not retain integrity of design, materials, or workmanship, as its former secondary entry has been enclosed and its siding has been altered as evident from side elevations. It does retain integrity of feeling and association, as it continues to perform its original function as a commercial building.

Evaluation

According to the Tacoma-Pierce County Building Index, the corner store at 12928 Bridgeport Way SW was constructed in 1960 after the builder, H. M. Steele, pulled a permit in 1959 (Tacoma News Tribune 1959). The parcel became home to the Stop-N-Chat Food Mart (TPL 2023). The building changed names numerous times, as indicated by newspaper articles in the Tacoma News Tribune. It was known in the 1980s as Wes' Supermart and since the 1990s as the Olympic Grocery and Deli No. 3 (Tacoma News Tribune 1996).

The corner store at 12928 Bridgeport Way SW was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. Commercial development increased along Bridgeport Way SW, creating an increasingly dense urban fabric in Lakewood. This building is one of many added to the region in the 1950s and 1960s. It does not appear, based on a review of historic maps and local histories, that the building had any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is a modest commercial block, rectangular in plan with few character-defining features apart from its footprint and aluminum-framed entry. The building does not possess the distinctive characteristics of a particular type, period, or method of construction, or represent the work of a master, or possess high artistic values. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the commercial building at 12928 Bridgeport Way SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the single-story commercial building at 12928 Bridgeport Way SW was constructed in 1959 (Pierce County Assessor 2023). The rectangular building faces east toward Bridgeport Way SW. The building sits on a poured-concrete foundation, is constructed of concrete block, and is partially clad in running bond brick and plywood. It is topped by a side-gabled, asphalt-shingle roof.

The building's east-facing facade includes a primary entry near the southeast corner of two glazed aluminum-frame doors with transom flanked north and south by wood-frame windows. North of the entry, all openings have been covered in plywood. It is not clear if original window materials remain. The northeast corner once included an additional entry that has been fully enclosed by plywood and sliding metal fencing. Windows on the secondary south elevation have been covered with security bars. The north elevation has been enclosed by privacy fencing and is minimally visible. No fenestration was visible on the south and west elevations. The south elevation includes some board siding, some brick, and concrete block.

A T1-11-clad building used by a drive-thru espresso business is located in the parcel's southeast corner. It is not clear from aerial imagery when it was constructed, although such buildings are generally not old enough to qualify for listing in registers of historic places.

Bibliography:

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Tacoma News Tribune. 1959. R. M. Steele, Conditional Permit, June 30.
Tacoma News Tribune. 1996. Jung Yong and Sun Soon Park, dba Olympic Grocery and Deli No. 3, November 17.

Tacoma Public Library. 2023. Tacoma-Pierce County Building Index. Electronic document, https://cdm17061.contentdm.oclc.org/digital/collection/p17061coll1, accessed March 29, 2023.

Historic Property Report

Historic Name: Residence

Property ID: 730673

Location

Address: 4911 McChord Dr SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219132043

Geographic Areas: STEILACOOM Quadrangle, Pierce County Certified Local Government, Pierce County, Lakewood Certified Local Government, T19R02E48

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1944	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Residence

Property ID: 730673

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Photos

4911 McChord Drive SW, view northwest.jpg

4911 McChord Drive SW, view northeast.jpg

Historic Property Report

Historic Name: Residence

Property ID: 730673

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Cladding	Brick - Stretcher Bond
Roof Type	Gable - Side
Form Type	Single Dwelling - Side Gable
Roof Material	Asphalt/Composition - Shingle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity

From its date of construction (1944), the residence at 4911 McChord Drive SW retains integrity of location and setting, as it remains on its original parcel adjacent to JBLM. It does not retain integrity of design, materials, and workmanship, due to alterations and additions screening the porch (added windows and turned posts) along with window replacements. It does retain integrity of feeling and association, as it continues to serve its original function as single-family housing.

Evaluation

The residence at 4911 McChord Drive SW was constructed in 1944, during the post-war period when Lakewood and other communities along the new route of I-5 added additional residential development. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the mid-twentieth century, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered example of a modest Minimal Traditional residence with few character-defining features apart from its footprint and brick siding (Pierce County Assessor 2023). The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the residence at 4911 McChord Drive SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Historic Property Report

Historic Name: Residence

Property ID: 730673

Physical description:

According to the Pierce County Assessor, the single-family residence at 4911 McChord Drive SW was constructed in 1944. The building is rectangular in plan, a single story tall, and paired with a detached garage to the north. The residence and garage face south toward McChord Drive SW. Both buildings are obscured by a hedge of mature foliage and fencing. The primary building is clad in running bond brick and is topped by a side-gabled roof with a deep projecting eave over the entry porch.

The primary building's facade includes a recessed entry on its southeast corner with a large, three-part, vinyl-frame window facing south and a single pedestrian door. The porch includes brick porch posts that have been paired with repurposed wood-frame windows and turned posts added to partially enclose the porch space. West of the recessed entry is an additional vinyl-frame window. On the building's east elevation is a second large, vinyl-frame picture window and wood siding in the gable. Vinyl-frame windows and siding in the gable are also evident on the west elevation. The detached single-car garage is clad in cement boards with wood siding in the gable. It includes a single garage by with overhead door.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

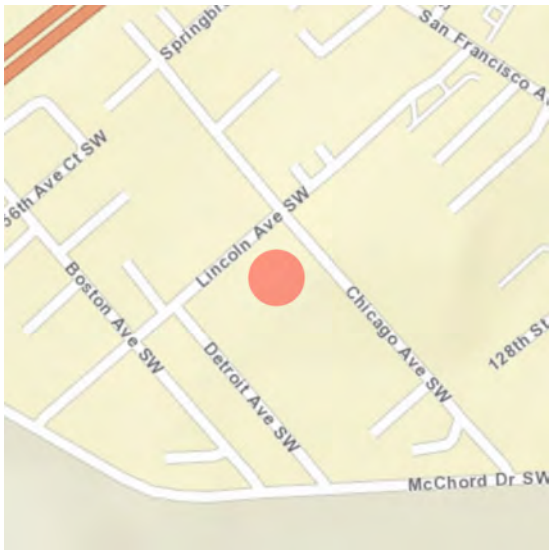
Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730674

Location



Address: 12809 Lincoln Ave SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219114146

Geographic Areas: Lakewood Certified Local Government, Pierce County Certified Local Government, T19R02E48, Pierce County, STEILACOOM Quadrangle

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1977	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730674

Photos

12809 Lincoln Avenue SW, view southeast.jpg

12809 Lincoln Avenue SW, view southwest.jpg

Historic Property Report

Historic Name: Multi-family Residence

Property ID: 730674

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Multiple Dwelling - Multi-Story Apartment Block
Roof Type	Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Vinyl Siding
Plan	Rectangle

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (1977), the apartment complex at 12809 Lincoln Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by single- and multi-family development. It does not retain integrity of design, materials, and workmanship, as it has been resided with incompatible materials and its windows have been replaced with vinyl-framed windows. The complex does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Lincoln Landing apartment complex at 12809 Lincoln Avenue SW, was constructed in 1977 as two parallel buildings with a central laundry facility (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the complex does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex is a modest, modern development with few character-defining features apart from its footprint and new materials. The complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the apartment complex at 12809 Lincoln Avenue SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the two-building apartment complex at 12809 Lincoln Avenue SW was constructed in 1977 (Pierce County Assessor 2023). The two rectangular two-story buildings are parallel on a large lot facing north. A small laundry room sits between them at the rear of the lot. Its date of construction is not recorded, but it is assumed to date to 1977.

The buildings sit on poured-concrete foundations, are clad in vinyl siding, and are topped by shallow hipped roofs covered in asphalt shingles with projections over the north elevations where exterior stairs approach the upper story entries. Side entries include vinyl-frame, sliding windows on upper and lower stories. Recessed, centrally located stairs approach upper story units. On the buildings' rear elevations are additional exterior stairs. Stairs include simple square posts and rails. Parking lots are located east and west of the buildings, with additional parking and a lawn between them. The laundry room building is a small, rectangular building clad in vinyl siding with two partially glazed doors and two large, sliding, vinyl-frame windows on the north elevation. The building is topped by a hipped roof with asphalt shingles.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

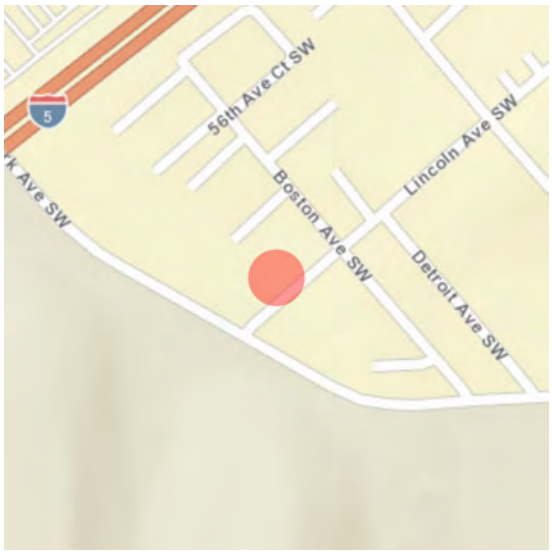
Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 730675

Location



Address: 13020 Lincoln Ave SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219141045

Geographic Areas: Pierce County Certified Local Government, Lakewood Certified Local Government, Pierce County, STEILACOOM Quadrangle, T19R02E14

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1964	☐

Historic Use:

Category	Subcategory
Domestic	Domestic - Multiple Family House
Domestic	Domestic - Multiple Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 730675

Photos

13020 Lincoln Avenue SW, view northwest.jpg

13020 Lincoln Avenue SW, view northeast.jpg

Historic Property Report

Historic Name: Multi-Family Residence

Property ID: 730675

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Multiple Dwelling - U Court
Roof Type	Flat with Eaves
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Vertical Boards
Plan	U-Shape

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (1964), the apartment complex at 13020 Lincoln Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by single- and multi-family development. It does not retain integrity of design, materials, or workmanship, as it has been resided with incompatible materials and its windows have been replaced with vinyl-framed windows. The complex does retain integrity of feeling and association, as it continues to serve its original purpose as multi-family housing.

Evaluation

The Pacific Ridge apartment complex at 13020 Lincoln Avenue SW, was constructed in 1964 as a U-shaped complex with detached laundry facility (NETROnline 2023; Pierce County 2023). The apartment complex was constructed during a period when Lakewood and other communities along the new route of I-5 were growing. While development was often associated with general patterns in transportation and housing in Pierce County, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010). The base has shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

Although providing residential units during a period of multi-family construction in today's Lakewood, the complex does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The complex is a modest, modern development with few character-defining features apart from its footprint and new materials. The complex does not possess the distinctive characteristics of a particular type, period, or method of construction. It does not possess high artistic values or represent the works of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C). Finally, the complex was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the apartment complex at 13020 Lincoln Avenue SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the apartment complex at 13020 Lincoln Avenue SW was constructed in 1964 (Pierce County Assessor 2023). It is a two-story, U-shaped building facing south around a lawn with a detached laundry at the southern boundary. Its date of construction is not recorded, but it is assumed to date from 1964.

The primary building sits on a poured-concrete foundation, is clad in plywood with vertical boards (mimicking board and batten), and is topped by a flat roof with a shallow Mansard eave. The building includes recessed internal stairs that approach upper units and includes vinyl-frame, sliding windows on upper and lower floors. Some balconies with simple wood posts and rails are located on the interior walls of the U-shaped building, and units include vinyl-frame, sliding doors. The freestanding laundry room is a small rectangular building clad in T1-11 with vinyl-frame, sliding windows and a hip-on-gable roof.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

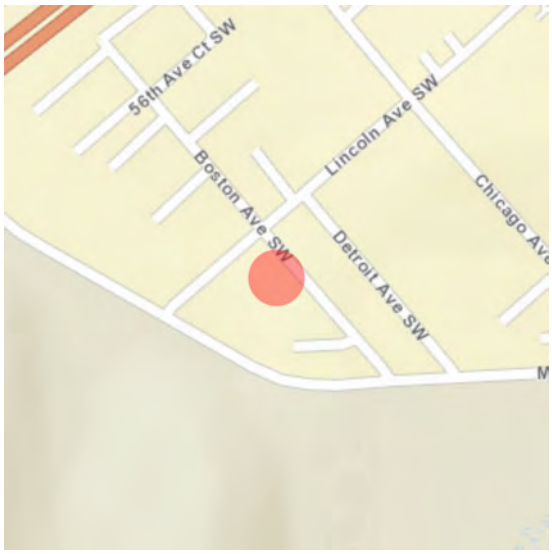
Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Historic Property Report

Historic Name: Residence

Property ID: 730676

Location



Address: 5508 Boston Ave SW, Lakewood, Washington, 98499

Tax No/Parcel No: 0219141019

Geographic Areas: Lakewood Certified Local Government, STEILACOOM Quadrangle, Pierce County, Pierce County Certified Local Government, T19R02E14

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1955	☑

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company

Historic Property Report

Historic Name: Residence

Property ID: 730676

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2023-04-02454, , Lakewood Station Access Improvements Project, Phase 2		Survey/Inventory	

Historic Property Report

Historic Name: Residence

Property ID: 730676

Photos

5508 Boston Avenue SW, view west.jpg

5508 Boston Avenue SW, view southwest.jpg

Historic Property Report

Historic Name: Residence

Property ID: 730676

Inventory Details - 4/17/2023

Common name:

Date recorded: 4/17/2023

Field Recorder: Cele Wolman

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Plan	Rectangle
Foundation	Concrete - Block
Form Type	Single Dwelling - Side Gable
Roof Type	Gable - Side
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Shingle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Integrity

From its period of construction (ca. 1955), the residence at 5508 Boston Avenue SW retains integrity of location and setting, as it remains on its original parcel surrounded by additional single- and multi-family development. The small residence's roof structure, with its unusual overhangs and plywood in the gables, is not a typical feature and, along with a vinyl-frame sliding door on the north elevation, indicates a history of alteration that diminishes the building's integrity of design, materials, and workmanship. The building retains integrity of feeling and association, as it continues to serve its original purpose as single-family housing.

Evaluation

The residence at 5508 Boston Avenue SW was constructed in ca. 1955, during a post-war period when Lakewood and other communities along the new route of I-5 added additional residential development. While development was associated with general patterns in transportation and housing, Lakewood was also a popular location for military families associated with nearby Fort Lewis (established as Camp Lewis, an Army base, in 1917; redesignated a fort in 1927; and known as JBLM since it merged with the McChord Air Force Base in 2010), which shipped troops to the Korean, Vietnam, Gulf, Iraq, and Afghanistan wars (Fort Lewis 2023).

This house is one of numerous residences added to pre-incorporation Lakewood in the mid-twentieth century, but it does not appear, based on a review of historic maps and local histories, to have any specific or important association with events that made a significant contribution to the broad patterns of local, state, or national history (Criterion A). Background research did not reveal any association of the resource with the lives of significant persons (Criterion B). The building is an altered of a modest, utilitarian residence with few character-defining features apart from its footprint and wood windows (Pierce County Assessor 2023). Its history of alteration has obscured its historic-period character. The building does not possess the distinctive characteristics of its type, period, or method of construction. It does not possess high artistic values or represent the work of a master. It does not represent a significant and distinguishable entity whose components may lack individual distinction (i.e., contribute to an existing or potential district) (Criterion C). Finally, the building was built of common construction methods and well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of the resource (Criterion D).

Due to a lack of significance and integrity, Historical Research Associates, Inc., recommends the residence at 5508 Boston Avenue SW not eligible for listing in the National Register of Historic Places or the Washington Heritage Register under any criteria.

Physical description:

According to the Pierce County Assessor, the single-family residence at 5508 Boston Avenue SW was constructed in 1951 (Pierce County Assessor 2023). However, this appears to be an error as the parcel is bare until at least 1955 (NETROnline 2023). The building is rectangular, a single story tall, and faces east toward Boston Avenue SW. The building is paired with a large, freestanding garage to the west. The garage's date of construction is not recorded, but it is assumed to date to circa 1955.

The primary building sits on a concrete-block foundation, is clad in cedar shingles, and is topped by a side-gabled roof covered in asphalt roofing. The roof structure overhangs the building footprint on both the north and south elevations, and the gables are covered in plywood with applied battens.

The building's facade includes a single pedestrian door with concrete stoop and pipe rails at the northeast corner and two wood-frame, sliding windows to the south. Side elevations include no additional windows, but the north elevation includes a sliding, vinyl-frame door to the side yard. The freestanding garage is rectangular, front-gabled, clad in T1-11, and topped by a shingle roof. It includes a divided wood-frame window on the east elevation and an overhead garage door on the north.

Bibliography:

Fort Lewis. 2023. Fort Lewis, WA History. Electronic document, https://www.ftlewishousing.com/history, accessed March 31, 2023.

NETROnline. 2023. Historic Aerials, Pierce County. Electronic document, https://www.historicaerials.com/, accessed April 20, 2023.

Pierce County Assessor. 2023. Parcel and Property Information. Electronic document, https://www.piercecountywa.gov/969/Parcel-Property-Information, accessed April 20, 2023.

Appendix H

Inadvertent Discovery Plan

SOUNDTRANSIT

Lakewood Station Access Improvements Project

Inadvertent Discovery Plan

January 3, 2024

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees should refer to applicable regulations and statutes referenced in this document

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Appendix A: On-Site Inadvertent Discovery Guide

Inadvertent Discovery Plan

Lakewood Station Access Improvements Project

January 3, 2024

1 Introduction

This Inadvertent Discovery Plan (IDP) has been developed by Sound Transit (ST) for use during ground-disturbing activities for the Lakewood Station Access Improvements Project (Project). This IDP describes the protocols to be followed by Project personnel if archaeological resources are discovered during ground-disturbing activities.

1.1 Project Description

The Project proposes access improvements for the Lakewood Sounder station in Lakewood, Pierce County, Washington. The Project is being implemented in phases. Phase 1 completed an alternatives evaluation and screening process to help identify the Preferred Alternative package of access improvements. Subsequently, this technical report was prepared in association with conceptual engineering and environmental assessment for the Project. Future phases will include preliminary engineering and preparation of project requirements and bridging documents for alternative project delivery.

Access improvement options, as described below, are under consideration.

1.1.1 Bridgeport Way Non-Motorized Connections via 115th Street Court SW (A8, A20, A38, B5, B6, C1, D6)

The improvements proposed at 115th Street Court SW will facilitate non-motorized movement from the Bridgeport Way SW bus station and the 115th Street Court SW cul-de-sac to the Lakewood Sounder Station. They will allow for drop off and pick up of passengers at the street end and access to the station via a trail along the north side of the tracks to the north station entrance.

Sharrows will be added to 115th Street Court SW from Bridgeport Way SW to the end of the cul-de-sac Sharrows are lanes designated for sharing between vehicles and bikes – these are not separate bike lanes. Curb, gutters, and sidewalks will be constructed at the cul-de-sac and a portion of the north side of 115th Street Court SW. An approximately 1,620 feet long by 10-foot-wide asphalt path will be constructed from the end of the cul-de-sac along the north side of the rail right-of-way to just past the pedestrian overpass allowing passengers to access the overpass bridge to the station. The path will be bordered on both sides with a chain link fence for security and be extended beyond the overcrossing to reduce ground level crossing of the tracks.

The bus stop on the south side of Bridgeport Way SW at 115th Street SW will receive shelter improvements. At this intersection, a pedestrian half signal will be added, as well as improved lighting and crosswalks to improve access to the bus shelters. ADA curb ramps will be added to the sidewalks in this area.

On Bridgeport Way SW four driveways will be improved including adding new ADA curb ramps over a distance of approximately 2,300 feet. These are located from just south of 115th Street SW to 112th Street SW and include driveways to the Pet Doctor business and Watson Signature Event Center.

1.1.2 Route 206 Bus Stops and Sidewalks (A14, A23, A34, B4, B12, B13, B14, B15, B16, B19, B20)

Pierce Transit Route 206 runs down Bridgeport Way from the Lakewood Towne Center and extends south through the project area serving the access improvements project area. A number of transit stops, right-of-way, and intersections in this area are proposed for improvements. These are described in more detail below.

Curb, gutter, and a 6-foot-wide sidewalk will be constructed on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW over a distance of approximately 3,800 feet. Several new utility poles for lighting will be added to this road segment at various points along the route. Near the intersection of McChord Drive SW and Lincoln Avenue SW a concrete bus stop pad will be installed on both sides of the street with a shelter, bench, and pedestrian level lighting. New crosswalk striping will be added at Lincoln Avenue SW to access the southbound bus stop on McChord Drive SW. Another bus shelter will be added to the north side of McChord Drive SW near Bridgeport Way SW.

At the New York Avenue SW crossing of I-5, the sidewalks on the north and south sides will be removed. A new sidewalk will be constructed on the north side, which will be slightly over 6 feet wide. On the north side a concrete barrier and pedestrian railing will be installed between the street and the sidewalk and a new railing at the bridge edge.

New curb, gutter, and sidewalks will be constructed on Lincoln Avenue SW between McChord Drive SW and San Francisco Avenue SW for a distance of approximately 1,900 feet. Sidewalks will be added to both sides of Lincoln Avenue SW between McChord Drive SW and Chicago Avenue SW. From Chicago Avenue SW to San Francisco Avenue SW sidewalks will only be added to the north side of Lincoln Avenue SW.

New transit shelters, pedestrian level lighting, benches, and trash receptacles will be added to Bridgeport Way SW at the transit stops at San Francisco Avenue SW, Seattle Avenue SW, and Pacific Highway SW. A new pedestrian crossing signal and median pedestrian refuge will be added at the Bridgeport Way SW/Seattle Avenue SW intersection.

1.1.3 Route 206 Bus Connection to the Station (B8)

A new right turn lane from Pacific Highway SW to Bridgeport Way SW will be constructed to better accommodate transit turning movements. This includes removing the existing island, adjusting the lanes on Bridgeport Way SW by removing the median and constructing new curbs on Bridgeport Way SW and in the new turn lane.

1.1.4 Lakewood Sounder Station Improvements (A21, A41, B17, E1, E2, E4, E5)

Sounder station projects are proposed to improve access conditions for sight impaired, non-English speaking, and disabled persons, as well support non-motorized access. These include the following upgrades to the station:

- Provide parking for micro mobility uses such as scooters and bicycles.
- Add bird deterrent system.
- Provide ADA mini-high shelter (mini-high provides a level train boarding surface).
- Retrofit stairs and other station components that are currently collecting trash.
- Install a public address system.
- Provide accessible wayfinding for sight impaired persons.
- Brail for ticketing.
- Tactile strips between platform and drop-off areas.
- Provide signage for non-English speaking persons.

In addition, ADA compliant curb ramps will be retrofitted at 35 sidewalk locations within ½ mile of the station.

1.1.5 47th Avenue SW Bridge and Sidewalk Connections (A7, A17, A16.D)

Sidewalks, curbs, gutters, and sharrows will be constructed along both sides of 47th Avenue SW from Clover Creek to 120th Street SW. From 127th Street SW sidewalks, curbs and gutters will only be added to the west side of 47th Avenue SW extending across I-5 to Pacific Highway SW. A bike lane will be included on one side of the road. At the I-5 crossing the sidewalk on the east side will be removed and the sidewalk on the west side will be widened to 5 feet with a pedestrian barrier between the road and sidewalk and a pedestrian railing at the edge of the bridge. Enough room will be available to add sharrows across the bridge.

1.1.6 Other Improvements (A10, A 12, A18, A27, A28, A29, A30, A35, A36, A37, A39, D8.B, E3)

Various other station access improvements are proposed to enhance non-motorized travel in the project area. These are described below.

112th Street SW Connection—Sidewalks will be improved on 112th Street SW for a length of approximately 4,000 feet by adding curbs and gutters. Bike lanes will also be added.

Kendrick Street SW Connection—There will be full rebuild of approximately 1,000 feet to include curbs, gutters, sidewalks, bicycles lanes, and lighting.

Clover Creek Drive SW Connection—Provide sidewalks on Clover Creek Drive SW between Hillcrest Drive SW and Pacific Highway SW. Improve accessibility and safety at the at-grade rail crossing by providing sidewalks, signage, and crossing arms.

Wayfinding to Pickup/Drop-off Locations—Wayfinding signage will be added at several locations including near the intersection of Bridgeport Way SW and Pacific Highway SW, Bridgeport Way SW and 112th Street SW, and at Kendrick Street SW and 111th Street SW. Station access signage will be added to Pacific Highway SW near the station.

Clover Park High School Connection—Install bike lanes and rebuild curb, gutter, and sidewalks on 111th Street SW between 60th Avenue SW and Davisson Road SW.

Davidson Road SW Connection—Construct bike lanes, curb, gutter, and sidewalk on Davison Road SW between 108th Street SW and 111th Street SW, and on Highland Street SW between 111th Street SW and 112th Street SW. Potential replacement of power pole outside the right of way.

Springbrook Area Connections—Provide sidewalks, curb, gutter, pavement, and shared bicycle markings on 47th Avenue SW and McChord Drive SW for a distance of approximately 1,800 feet. Construct curb, gutter, sidewalks, and install street lighting on Chicago Avenue SW between McChord Drive SW and Springbrook Lane SW and Boston Avenue SW between McChord Drive SW and 57th Avenue Ct SW for a distance of approximately 1,900 feet. Construct curb, gutter, sidewalks, and install street lighting on San Francisco Avenue SW between Springbrook Lane SW and Bridgeport Way SW for a distance of approximately 1,300 feet.

Bike Storage—Upgrades will be made to the internal station bike parking to a bike cage or other more secure bike Parking. Bicycle lockers at the pickup/drop-off location on Kendrick Street SW north of the station and near overcrossing elevators will be installed.

Surface Parking—A completely new surface parking area (Northeast Surface Parking C) will be constructed north of the station. The parking area will be bordered by an 8-foot landscaped buffer that is bounded by a retaining wall. The entire parking area will be fenced. At the southern end of the parking area a 6-foot sidewalk will be constructed that connects to the Lakewood Sounder Station. There will be approximately 24 compact parking spaces and 46 standard-size parking spaces, and the parking area will include lighting.

1.2 Regulatory Environment

The Project is subject to multiple Washington State regulations which govern treatment and impacts to cultural resources. These regulations include:

- The Washington State Environmental Policy Act (SEPA)
- Revised Code of Washington (RCW) 27.53 and 68.50.645
- Washington Administrative Code 25-48

This IDP describes procedures that will be followed if archaeological resources or human remains are encountered during ground-disturbing activities, in compliance with applicable state and federal laws.

2 Archaeological Resources

On-site staff will follow the procedures described below and illustrated in the flowchart on Figure 1 - Standard Inadvertent Discovery Process for Archaeological Resources on Sound Transit Projects. The contact phone tree and examples of archaeological resources are provided in Appendix A - On-Site Inadvertent Discovery Guide.

An archaeological resource could be prehistoric or historic. When in doubt, assume the material is an archaeological resource.

Examples of prehistoric archaeological materials include:

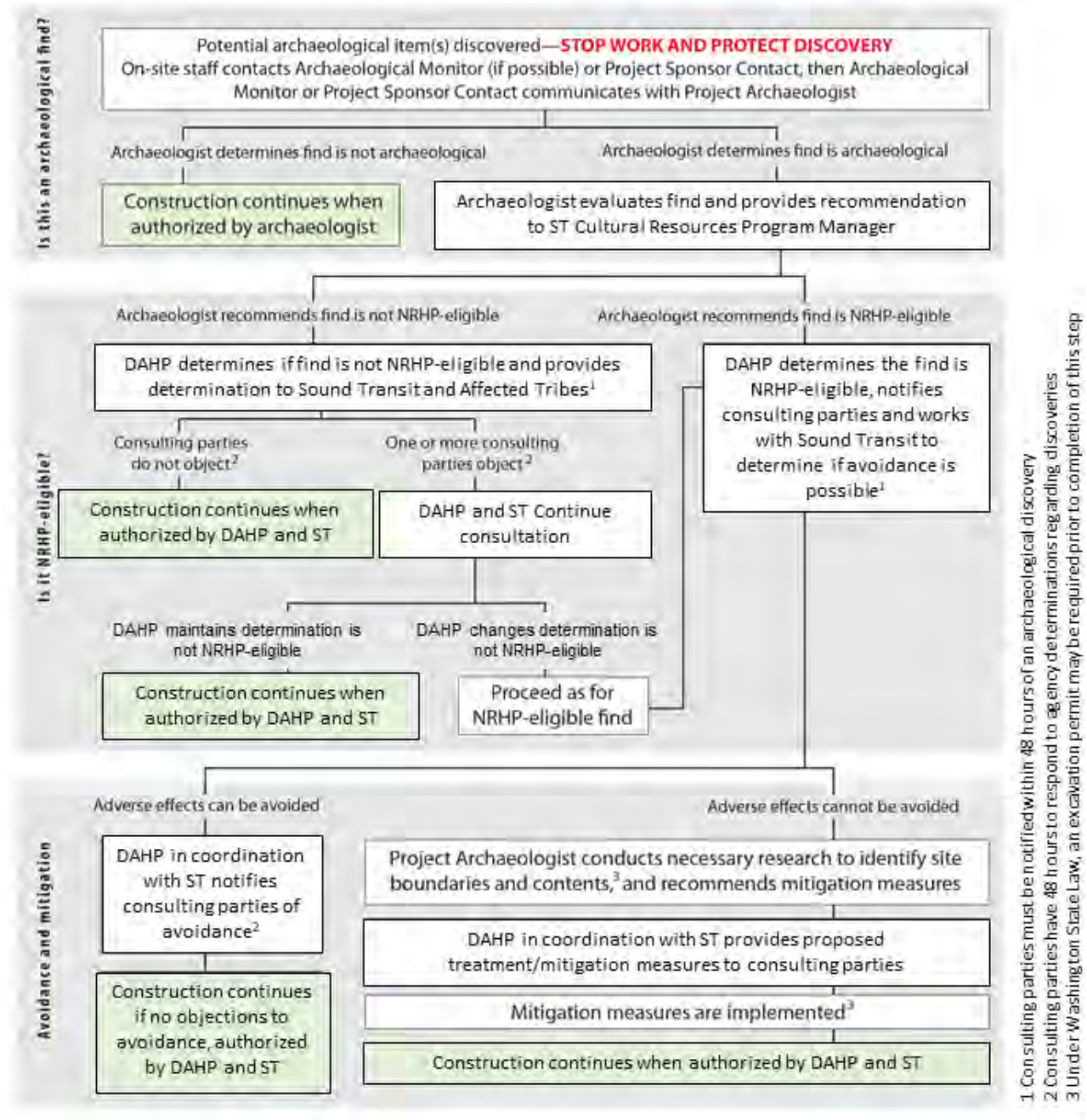
- An accumulation of shell, burnt rocks, or other food-related materials
- Bones or small pieces of bone
- An area of charcoal or very dark stained soil with artifacts
- Stone tools or waste flakes (i.e., an arrowhead or stone chips)
- Basketry, cordage, or rope
- Wooden posts or stakes

Examples of potentially historic archaeological materials include:

- Domestic ceramics (such as tableware, crockery, etc.) and industrial ceramics (such as insulators, tile, etc.)
- Glass, including bottles, tableware, window glass, wire glass, or multiple glass fragments
- Metal items, including equipment, vehicle parts, agricultural items, enameled ironware, etc.
- Bakelite, celluloid, glass, and shell buttons
- Punch-opened and solder-sealed beverage cans, solder-sealed food tins, general lack of thin-walled aluminum and welded steel cans
- Residential structural remains, such as historic building foundations or privies

NOTE: Items made of plastic, polystyrene, nylon, or Styrofoam, or those with modern markings (e.g., candy wrappers, or bottles and cans recognizable as modern) are not archaeological resources and do not constitute an inadvertent discovery.

Figure 1: Standard Inadvertent Discovery Process for Archaeological Resources on Sound Transit Projects


Is this an archaeological find?
Potential archaeological item(s) discovered—STOP WORK AND PROTECT DISCOVERY
On-site staff contacts Archaeological Monitor (if possible) or Project Sponsor Contact, then Archaeological Monitor or Project Sponsor Contact communicates with Project Archaeologist
Archaeologist determines find is not archaeological
Archaeologist determines find is archaeological
Construction continues when authorized by archaeologist
Archaeologist evaluates find and provides recommendation to ST Cultural Resources Program Manager
Is it NRHP-eligible?
Archaeologist recommends find is not NRHP-eligible
Archaeologist recommends find is NRHP-eligible
DAHP determines if find is not NRHP-eligible and provides determination to Sound Transit and Affected Tribes[1]
DAHP determines the find is NRHP-eligible, notifies consulting parties and works with Sound Transit to determine if avoidance is possible[1]
Consulting parties do not object[2]
One or more consulting parties object[2]
Construction continues when authorized by DAHP and ST
DAHP and ST Continue consultation
DAHP maintains determination is not NRHP-eligible
DAHP changes determination is not NRHP-eligible
Construction continues when authorized by DAHP and ST
Proceed as for NRHP-eligible find
Avoidance and mitigation
Adverse effects can be avoided
Adverse effects cannot be avoided
DAHP in coordination with ST notifies consulting parties of avoidance[2]
Project Archaeologist conducts necessary research to identify site boundaries and contents,[3] and recommends mitigation measures
DAHP in coordination with ST provides proposed treatment/mitigation measures to consulting parties
Construction continues if no objections to avoidance, authorized by DAHP and ST
Mitigation measures are implemented[3]
Construction continues when authorized by DAHP and ST
1 Consulting parties must be notified within 48 hours of an archaeological discovery
2 Consulting parties have 48 hours to respond to agency determinations regarding discoveries
3 Under Washington State Law, an excavation permit may be required prior to completion of this step

2.1 On-Site Staff Responsibilities

The following section describes the steps to follow if an on-site Sound Transit employee, contractor, or subcontractor believes that they have uncovered a potential archaeological resource (a find) at any point in the project.

IDP Terminology

A **find** is a discovery during construction that could potentially be an archaeological resource.

An **archaeological resource** is an artifact or feature (or group of artifacts or features) older than 50 years.

An **NRHP-eligible archaeological resource** is one that has been evaluated and meets the criteria for listing in the National Register of Historic Places. (NRHP).

1. **Stop Work:** All work on site and in areas adjacent to the find will stop. The area of work stoppage will be adequate to protect the find from any further disturbance; this is expected to be 30 feet in any direction, unless site conditions indicate otherwise. The location of the find will be secured at all times. The find will not be handled, removed, reburied, or covered. The Contractor will install a physical barrier (e.g., exclusionary fencing) and prevent all machinery, other vehicles, and unauthorized individuals from crossing the barrier until the Project Archaeologist examines and verifies the find. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery area. Spoils piles or vehicles (such as dump trucks) with the potential to contain archaeological resources will remain on site. Work at the location of the find will not resume until authorized by DAHP in coordination with ST.

2. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact Alex Stevenson, Cultural Resources Program Manager, Sound Transit, unless there is a monitoring plan in place that directs the monitor to do otherwise. If Alex Stevenson is not available, the monitor will contact Hussein Rehmat, Environmental Planner, Sound Transit.

3. **Notify Project Management:** If there is no archaeological monitor on site, contact Alex Stevenson. If they are not available, contact Hussein Rehmat. The Sound Transit representative will make all other contacts.

4. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

2.2 Project Manager Responsibilities

1. **Contact the Project Archaeologist:** Alex Stevenson of Sound Transit or designee will contact the Project Archaeologist, Matthew Warren (or, if there is not one, designate a qualified archaeologist), to evaluate whether the find is an archaeological resource as defined by state or federal law. If the Project Archaeologist recommends that the find is not an archaeological resource, the Project Archaeologist can authorize work to continue.

2. **Determine Area Adequate for Protection:** If the Project Archaeologist recommends that the find is an archaeological resource, the Project Archaeologist will determine the area and the means adequate for protection and instruct the Contractor to maintain or adjust the protected area accordingly.

3. **Notify Consulting Parties:** The Project Archaeologist will notify DAHP in coordination with ST of the discovery of an archaeological resource. DAHP in coordination with ST shall notify consulting parties (SHPO, tribes, and any other identified interested parties) of the find within 48 hours, per 36 CFR Part 800.13.

4. **Research to evaluate NRHP-Eligibility:** The Project Archaeologist will conduct any additional research necessary to evaluate National Register of Historic Places (NRHP) eligibility of the archaeological resource. Based on this research, the Project Archaeologist will recommend to ST and DAHP whether the archaeological resource is NRHP-eligible. This additional research may include preparation of an archaeological excavation permit which will be prepared by ST and reviewed by DAHP in consultation with consulting parties. DAHP will authorize this permit and allow research to continue as appropriate.

5. **Formally Determine NRHP-Eligibility and Continue Consultation:** DAHP in coordination with ST shall determine whether the archaeological resource is NRHP-eligible and shall provide the determination to consulting parties. Consulting parties shall respond within 48 hours, per 36 CFR Part 800.13.

   If DAHP in coordination with ST determines that the archaeological resource is not NRHP-eligible and consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with ST. If any consulting party objects, DAHP in coordination with ST shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

6. **Avoid or Mitigate Adverse Effects:** If DAHP in coordination with ST determines that the archaeological resource is NRHP-eligible, DAHP will work with ST to determine whether adverse effects can be avoided. If adverse effects can be avoided, DAHP in coordination with ST shall provide documentation of avoidance and a determination of No Adverse Effect to consulting parties. If consulting parties do not object within 48 hours, construction may continue when authorized by DAHP in coordination with ST. If any consulting party objects, DAHP in coordination with ST shall continue consultation with all consulting parties in good faith to resolve the lack of agreement.

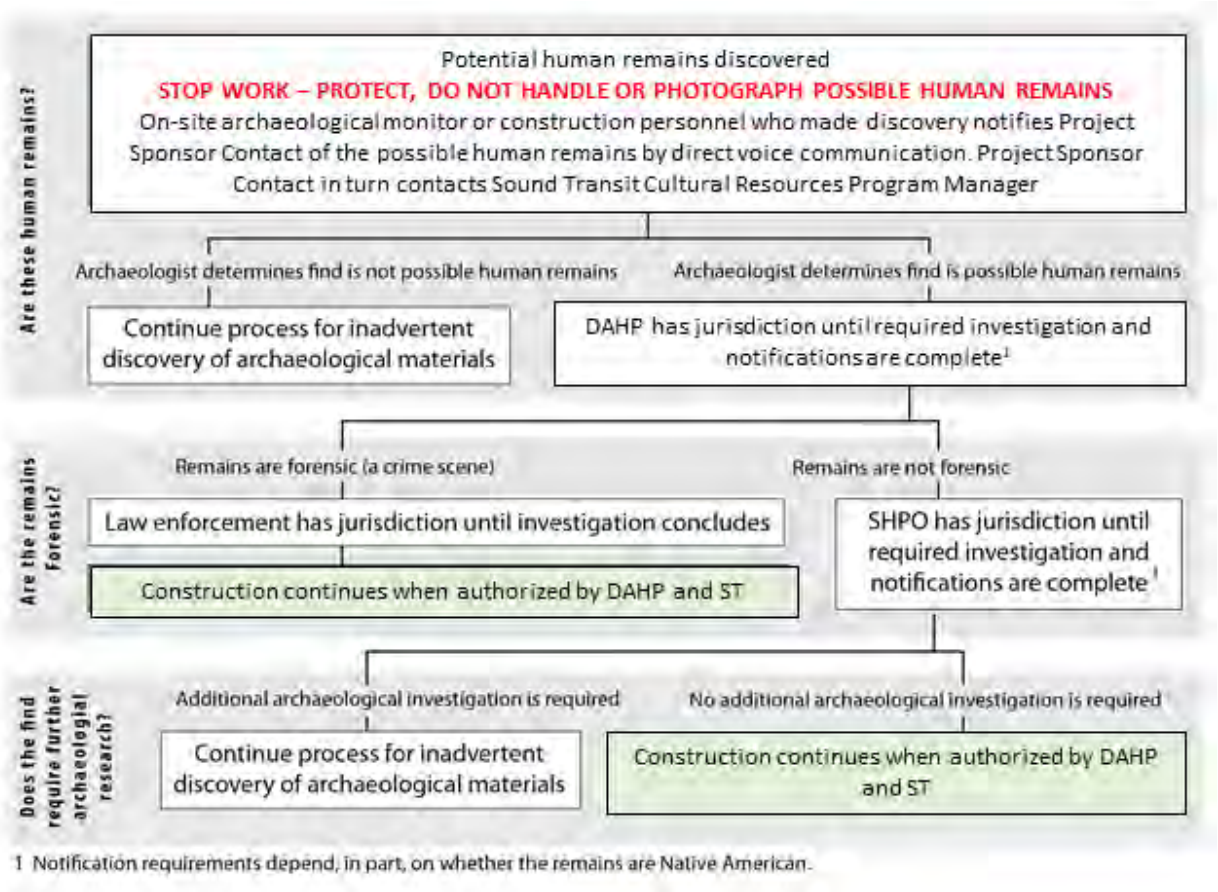
   If DAHP in coordination with ST determines that adverse effects cannot be avoided, DAHP will work with ST and consulting parties to implement mitigation measures outlined in an

excavation permit. This permit may be the same as the initial excavation permit from Step 5 or preparation of an additional excavation permit may be required.

3 Human Remains

Uncovered human remains on project construction site require special treatment under RCW 68.50.645. Any potential remains that are encountered during project work should be assumed to be human until determined otherwise by the Project Archaeologist or the applicable County Medical Examiner. Procedures for the discovery of possible human remains are shown in Figure 2 and described below.

Figure 2: Process for Discovery of Possible Human Remains


Are these human remains?
Potential human remains discovered
STOP WORK – PROTECT, DO NOT HANDLE OR PHOTOGRAPH POSSIBLE HUMAN REMAINS
On-site archaeological monitor or construction personnel who made discovery notifies Project Sponsor Contact of the possible human remains by direct voice communication. Project Sponsor Contact in turn contacts Sound Transit Cultural Resources Program Manager
Archaeologist determines find is not possible human remains
Archaeologist determines find is possible human remains
Continue process for inadvertent discovery of archaeological materials
DAHP has jurisdiction until required investigation and notifications are complete[1]
Are the remains forensic?
Remains are forensic (a crime scene)
Remains are not forensic
Law enforcement has jurisdiction until investigation concludes
Construction continues when authorized by DAHP and ST
SHPO has jurisdiction until required investigation and notifications are complete[1]
Does the find require further archaeological research?
Additional archaeological investigation is required
No additional archaeological investigation is required
Continue process for inadvertent discovery of archaeological materials
Construction continues when authorized by DAHP and ST
1 Notification requirements depend, in part, on whether the remains are Native American.

3.1 On-Site Staff Responsibilities

On-site staff will follow the procedures described below. The contact phone tree is shown in Appendix A - On-Site Inadvertent Discovery Guide.

1. **Stop Work:** If any Sound Transit employee, contractor, or subcontractor believes that he or she has uncovered possible human remains at any point in the project, all work on site and in areas adjacent to the discovery will stop. The area of work stoppage will be adequate to

protect the discovery, which is expected to be a minimum of 30 feet in all directions, unless the Project Archaeologist or law enforcement personnel indicate otherwise.

2. **Do Not Handle Human Remains:** Possible human remains shall not be handled, removed, reburied, or covered.

3. **Flag and Secure the Area:** The area of discovery will be flagged and secured. The location of the discovery will be secured at all times. Construction equipment and personnel will not enter the area. Spoils piles or vehicles from the area that have the potential to contain human remains, such as dump trucks, will remain on site. No persons other than the proper law enforcement personnel, the applicable County Medical Examiner, and professional archaeologists will be authorized to access the discovery location after the area is secured.

4. **Notify the Archaeological Monitor:** If there is an archaeological monitor on site, notify that person. The monitor will contact Alex Stevenson, Cultural Resources Program Manager, Sound Transit, unless there is a monitoring plan in place that directs the monitor to do otherwise. If Alex Stevenson is not available, the monitor will contact Hussein Rehmat, Environmental Planner, Sound Transit.

5. **Notify Project Management:** If there is no archaeological monitor on site, contact Alex Stevenson. If they are not available, contact Hussein Rehmat. The Sound Transit representative will make all other contacts.

6. **Avoid Any Other Communication:** Do not call 911, the media, or members of the public about the find.

3.2 Project Manager Responsibilities

1. **Preliminary Observation:** The Sound Transit Cultural Resources Program Manager will notify DAHP (via phone) of the discovery and will coordinate with the Project Archaeologist to assess whether the discovery may be human remains (without disturbing the discovery further). If the discovery can be definitively identified as nonhuman, procedures for archaeological resources will be followed.

2. **Notify Local Law Enforcement:** If the discovery could possibly be human remains, the Sound Transit Cultural Resources Program Manager or the Project Archaeologist shall call the Lakewood Police Department non-emergency number and report that potential human remains have been discovered. The Lakewood Police Department will control the discovery site until it is either determined to be non-forensic (not a crime scene) or the investigation is complete.

3. **Participate in Consultation:** The Sound Transit Cultural Resources Program Manager will participate in consultation. If there are also archaeological materials at the human remains

discovery location, there may be a parallel archaeological resources process led by DAHP. Construction can resume when authorized by DAHP and ST.

4 Construction Team Training, Communication, and Reporting

4.1 Preconstruction Meeting

A preconstruction meeting will be held for the Project Archaeologist, Construction Management Lead, Resident Engineer, Contractor's project manager, Project Superintendent, and other personnel responsible for overseeing ground-disturbing field operations to:

- Review IDP procedures
- Provide introductions of the Sound Transit representatives, the Project Archaeologist, and other personnel
- Describe the role of the Project Archaeologist
- Establish a chain of command for communication and decision-making among the Project Archaeologist and Sound Transit and Contractor personnel
- Clarify questions about stop-work and notification procedures
- Provide a copy of the On-Site Inadvertent Discovery Guide (Appendix A) to field staff providing oversight of ground-disturbing work.

The preconstruction meeting will occur prior to any ground-disturbing activity. Additional meetings will be scheduled if there is substantial staff turnover, concern about staff understanding the protocols, a long break in construction, or a desire for refresher training on policy. The Project Archaeologist will remain in contact with Sound Transit Cultural Resources Program Manager and Sound Transit throughout the project to determine if site visits, additional meetings, or orientations are needed.

4.2 Construction Crew Member Orientation

The Project Archaeologist may provide on-site cultural resources orientation for all construction crew members leading ground-disturbing construction work. Orientation will inform and familiarize construction personnel with the IDP protocols and their responsibility to call attention to any archaeological materials they observe. The Sound Transit Cultural Resources Program Manager will coordinate with the Project Archaeologist to provide a brief orientation to construction crew members, as appropriate.

4.3 Ongoing Communication

The Sound Transit staff, contractor, and its agents will abide by established communication protocols described in the inadvertent discovery processes in Sections 2 and 3 regarding any archaeological resource matters that arise during construction. The Project Archaeologist will remain in communication with the Sound Transit Cultural Resources Program Manager (or designee), as appropriate, throughout project construction, via email and phone. If any member of the Project team feels communication is inadequate to ensure that the archaeologist is on site when it is prudent, the Project team member can contact DAHP. DAHP will coordinate with Sound Transit on how to improve communication.

4.4 Reporting of Inadvertent Discoveries

The responsibilities of the Project team include assessments of any inadvertent discoveries and a summary of results at the conclusion of construction. Reports regarding assessments of any inadvertent discoveries will be provided by Sound Transit to DAHP for review before submission to consulting parties. For all reporting, sensitive information regarding archaeological resources, human remains, funerary objects, or traditional practices shall not be released except as authorized by DAHP under applicable state.

Assessment of Inadvertent Discoveries

The Project Archaeologist will be responsible for preparing an assessment of all inadvertent discoveries during construction. The assessment will be used by DAHP to determine Section 106 eligibility and effects determinations and inform any additional coordination or investigation that may be necessary. The assessment will be prepared within 24 hours of an inadvertent discovery and can be provided to Sound Transit in a memorandum or email. It will include the following information:

1) A description of the find, in enough detail to characterize its features and age. The description should include at least one photograph of the find.

2) A description and map of where the find occurred, including its context with adjacent features. The location of the find should be identified on a map that also identifies other known historic properties, if relevant.

3) Whether or not the find is an archaeological resource.

4) For archaeological resources, a recommendation of NRHP-eligibility that includes a statement of the age of the find, evaluation of find against each NRHP criterion, and a description of the integrity of the find.

5 Archaeological Resources and Collection Curation

No artifact shall be removed or taken by any construction crew member, regardless of archaeological significance or the disposition of the artifact. If a NRHP-eligible resource is encountered and the Archaeological Treatment Plan includes excavation or removal of the archaeological materials, the plan will specify collection and curation requirements. If artifacts are removed from the site for analysis and determined ineligible, the Project Archaeologist will dispose of the material.

6 Contact Information

<table>
<tr>
<td rowspan="3">Sound Transit
Primary Contact: Alex E. Stevenson
Title: Cultural Resources Program Manager
Office Phone: 206-553-3655
Cell Phone: 206-419-5315
Email address: alex.stevenson@soundtransit.org

Alternate Contact: Lesley Maurer
Title: Senior Environmental Planner
Office Phone: 206-553-3892
Cell Phone: 505-908-5814
Email address: lesley.maurer@soundtransit.org</td>
<td>Puyallup Tribe of Indians
Primary Contact: Brandon Reynon
Title: Tribal Historic Preservation Officer
Office Phone: 253-573-7986
Email address: brandon.reynon@puyalluptribe-nsn.gov</td>
</tr>
<tr>
<td>Nisqually Indian Tribe
Primary Contact: Brad Beach
Title: Tribal Historic Preservation Officer
Office Phone: 360-456-5221, ext. 1277
Cell Phone: 360-528-1084
Email address: beach.brad@nisqually-nsn.gov</td>
</tr>
<tr>
<td>Confederated Tribes and Bands of the Yakama Nation
Primary Contact: Kate Valdez
Title: Tribal Historic Preservation Officer
Office Phone: 509-865-5121, ext. 4041
Email address: kate@yakama.com</td>
</tr>
<tr>
<td>Project Archaeologist
Matthew Warren, Archaeologist, Historical Research Associates, Inc.
Office Phone: 206-343-0226, ext. 304
Cell Phone: 206-940-6639
Email address: mwarren@hrassoc.com</td>
<td>Muckleshoot Indian Tribe
Primary Contact: Laura Murphy
Title: Archaeologist, Cultural Resources
Office Phone: 253-876-3272
Email address: laura.murphy@muckleshoot.nsn.us</td>
</tr>
<tr>
<td>Washington State Department of Archaeology and Historic Preservation
Transportation Archaeologist
Name: Dennis Wardlaw
Office Phone: 360-485-5014
Email address: dennis.wardlaw@dahp.wa.gov</td>
<td>Steilacoom Indian Tribe
Primary Contact: The Honorable Danny K. Marshall
Title: Chair
Phone: 253-584-6308
Email address: steilacoomtribe@msn.com</td>
</tr>
<tr>
<td>Lakewood Police Department
Non-Emergency Number: 253-287-4455</td>
<td>Suquamish Tribe
Primary Contact: Stephanie Trudel
Title: Tribal Historic Preservation Officer
Phone: 360-394-8533
Email address: strudel@Suquamish.nsn.us</td>
</tr>
</table>

Appendix A:

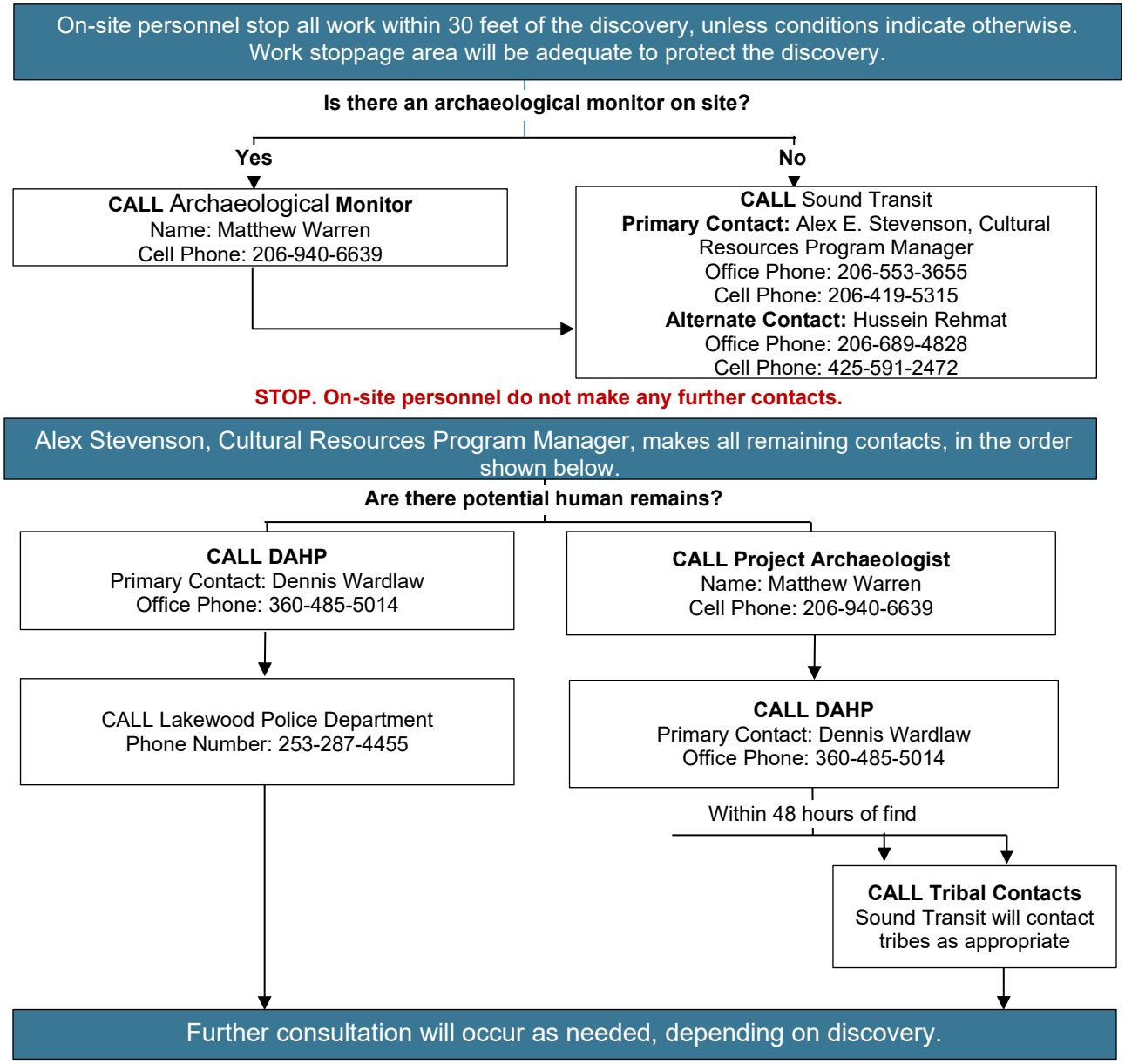
On-Site Inadvertent Discovery Guide for Lakewood Station Access Improvements Project

Lakewood Station Access Improvements Project

On-Site Inadvertent Discovery Protocols for Archaeological Materials and Human Remains

This information assists on-site personnel in implementing procedures described in the Inadvertent Discovery Plan, in compliance with applicable state and federal laws.

Contact Phone Tree—Potential archaeological resources encountered


On-site personnel stop all work within 30 feet of the discovery, unless conditions indicate otherwise. Work stoppage area will be adequate to protect the discovery.
Is there an archaeological monitor on site?
Yes
No
CALL Archaeological Monitor
Name: Matthew Warren
Cell Phone: 206-940-6639
CALL Sound Transit
Primary Contact: Alex E. Stevenson, Cultural Resources Program Manager
Office Phone: 206-553-3655
Cell Phone: 206-419-5315
Alternate Contact: Hussein Rehmat
Office Phone: 206-689-4828
Cell Phone: 425-591-2472
STOP. On-site personnel do not make any further contacts.
Alex Stevenson, Cultural Resources Program Manager, makes all remaining contacts, in the order shown below.
Are there potential human remains?
CALL DAHP
Primary Contact: Dennis Wardlaw
Office Phone: 360-485-5014
CALL Project Archaeologist
Name: Matthew Warren
Cell Phone: 206-940-6639
CALL Lakewood Police Department
Phone Number: 253-287-4455
CALL DAHP
Primary Contact: Dennis Wardlaw
Office Phone: 360-485-5014
Within 48 hours of find
CALL Tribal Contacts
Sound Transit will contact tribes as appropriate
Further consultation will occur as needed, depending on discovery.

Examples of Archaeological Resources

Layers of Shell

Burnt Soil (Hearth)

Burnt Rock Feature (Hearth)

Bone

Basketry

Flaked Stone Tool

Flaked Stone Tool

Stone Tool-Making Debris

Historic Cellar

Historic Utility Feature

Historic Artifact Scatter

Historic Artifacts

401 S Jackson St., Seattle, WA 98104 // 1-800-201-4900 / TTY Relay: 711 | main@soundtransit.org | soundtransit.org

Appendix C

Transportation Technical Report

Transportation Technical Report

Lakewood Station Access Improvements Project

AE 0145-17 LSAI 02.02

October 2023

Author: **Tresia Gonzalez, Parametrix**

Prepared for:

David Evans and Associates, Inc.
801 Second Avenue, Suite 200
Seattle, WA 98104

SOUNDTRANSIT

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
JBLM	Joint Base Lewis-McChord
LOS	Level of service
MUTCD	Manual on Uniform Traffic Control Devices
MPH	Miles per Hour
N/A	Not applicable
OWSC	One-way stop control
PHB	Pedestrian hybrid beacon
ROW	Right-of-way
RRFB	Rectangular Rapid Flashing Beacon
SEPA	State Environmental Policy Act
v/c	Volume to capacity
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

This Lakewood Station Access Improvements Project - Transportation Technical Report summarizes the transportation analysis performed to support documentation of the impacts of the Lakewood Station Access Improvements as described in the project's State Environmental Policy Act (SEPA) checklist.

2 PROJECT BACKGROUND

The improvements included in the Build Alternative are a result of the alternative analysis conducted in Phase 1 of the Lakewood Station Access Improvements Project (the project) and are documented in the Phase 1 Lakewood Station Access Improvements Report (Sound Transit, 2021) (Phase 1 Report). The Phase 1 analysis identified two tiers of projects identified as Potential Improvements (herein titled Priority 1) and Possible Alternates (herein titled Priority 2).

The alternatives analysis prioritized projects based on a set of criteria documented in the Phase 1 report. Three key criteria were used to identify Priority 1 and Priority 2 projects. These criteria were:

- Improves connections for underserved communities.
- Addresses a substantial travel barrier.
- Located within proximity of the station.

For the purposes of the environmental analysis, all Priority 1 and Priority 2 projects are included in the Build Alternative.

3 TRANSPORTATION STUDY AREA

This transportation technical report includes a summary of the transportation facilities that serve the Lakewood Station as well as transportation facilities that are in or cross the project vicinity shown in the study area map (Figure 3-1). This includes the area bounded by Gravelly Lake Drive to the west, 47th Avenue SW and Lakeview Avenue SW to the east, McChord Drive SW to the south, and 108th Street SW to the north.

The improvements associated with the project are located throughout the greater Lakewood area, as shown in Figure 3-1 and described in Table 3-1. The study area boundaries incorporate all of the project improvements.

The majority of the improvements included in the project would provide sidewalks and bicycle lanes, and improve access between local destinations (including residences, businesses, and schools), bus stops, or the Lakewood Station. The improvements would not use any water or air transportation services.

A limited number of improvements have the potential to increase traffic volume or travel delay. These projects include:

- Surface parking lot adjacent to the Lakewood Station.
- New pedestrian and bicycle signals at Bridgeport Way SW/115th Street Court SW and Bridgeport Way SW/Seattle Avenue SW.

To address potential changes in traffic volume or travel delay resulting from these improvements, the study intersections shown in Figure 3-2 were analyzed and the impacts documented in this report. These intersections include:

- Bridgeport Way SW/115th Street Court SW.
- Pacific Highway SW/Bridgeport Way SW.
- Pacific Highway SW/47th Avenue SW.
- Bridgeport Way SW/Seattle Avenue SW.
- Pacific Highway SW/Lakewood Station Garage Access.

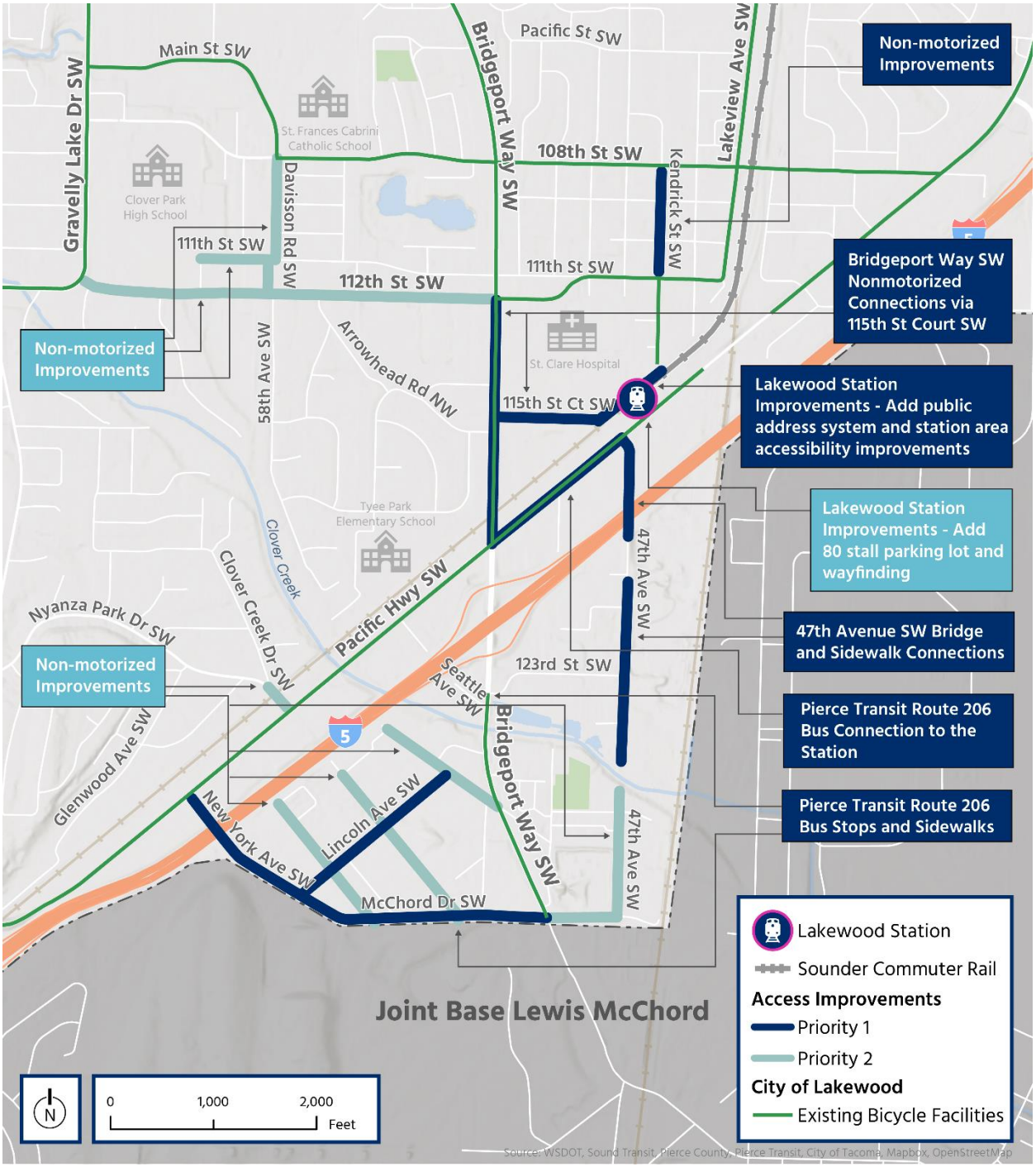

Figure 3-1 Study area

Table 3-1 Build Alternative project improvements

Description (Project Number per Phase 1 Report)
Bridgeport Way SW Non-Motorized Connections via 115th Street Court SW *(Priority 1)* Add sharrows,[1] sidewalk (north side) on 115th Street Court SW and add a shared use path to the station (A8, D6) Add pedestrian signal across Bridgeport Way SW and bus stop improvements (A20, B5, B6) Improve station fencing (C1)
Pierce Transit Route 206 Bus Stops and Sidewalks *(Priority 1)* Complete sidewalks and crosswalks on New York Avenue SW/McChord Drive SW and Lincoln Avenue SW to access Route 206 bus stops (A14, A34) Add a pedestrian signal across Bridgeport Way SW at Seattle Avenue SW adjacent to Route 206 bus stops (A23) Improve bus stop amenities (add bench, add shelter in some locations) (B4, B12 – B16, B19, B20)
Pierce Transit Route 206 Bus Connection to the Station *(Priority 1)* Widen the turn radius from southbound Pacific Highway S to northbound Bridgeport Way SW to facilitate Route 206 to access the station (B8)
47th Avenue SW Bridge and Sidewalk Connections *(Priority 1)* South of Interstate 5, provide sidewalks (westside) and sharrows on 47th Avenue SW between Clover Creek and 120th Street SW (A7) Across I-5 on the 47th Avenue SW bridge, provide sidewalk on the westside separated from travel lanes with a barrier and sharrows (A16.D) North of I-5, provide bicycle lane on the west side (southbound) and sharrows on the eastside (northbound) of 47th Avenue SW (A17)
Lakewood Station Improvements *(Priority 1)* Provide station area curb ramp retrofits (A41), shelter retrofits to provide overhead shelter at the mini-high (B17), public address system (E1), retrofit the station stairs (E2), bird deterrent retrofit (E4), and station area accessibility for sight impaired (E5)
Kendrick Street SW Improvements *(Priority 1)* Add sidewalks and bicycle lanes on Kendrick Street SW between 111th Street SW and 108th Street SW (A12)
Non-motorized Improvements *(Priority 2)* Add sidewalks and bike lanes on 112th Street SW (A10) Add sidewalks on 47th Avenue SW/McChord Drive (A18) Add bike lanes on Davisson Road SW (A29) Add sidewalks and bike lanes on 111th Street SW and Davisson Rd SW near Clover Park High School (A30) Add sidewalks on Chicago Avenue SW and Boston Avenue SW (A35, A36) Add sidewalks on San Francisco Avenue SW (A37) Add sidewalks and railroad crossing arms or gates for pedestrians at the Clover Creek Drive SW crossing of the railroad tracks (A39)
Lakewood Station Improvements *(Priority 2)* Add an 80-stall surface parking lot northeast of the current garage (D8.B) Wayfinding to pickup/drop-off areas (E3)

Notes:

(1) Sharrows are painted markings on the roadway with two V-shapes and a bicycle. The markings indicate that the roadway is shared by motorists and bicyclists.

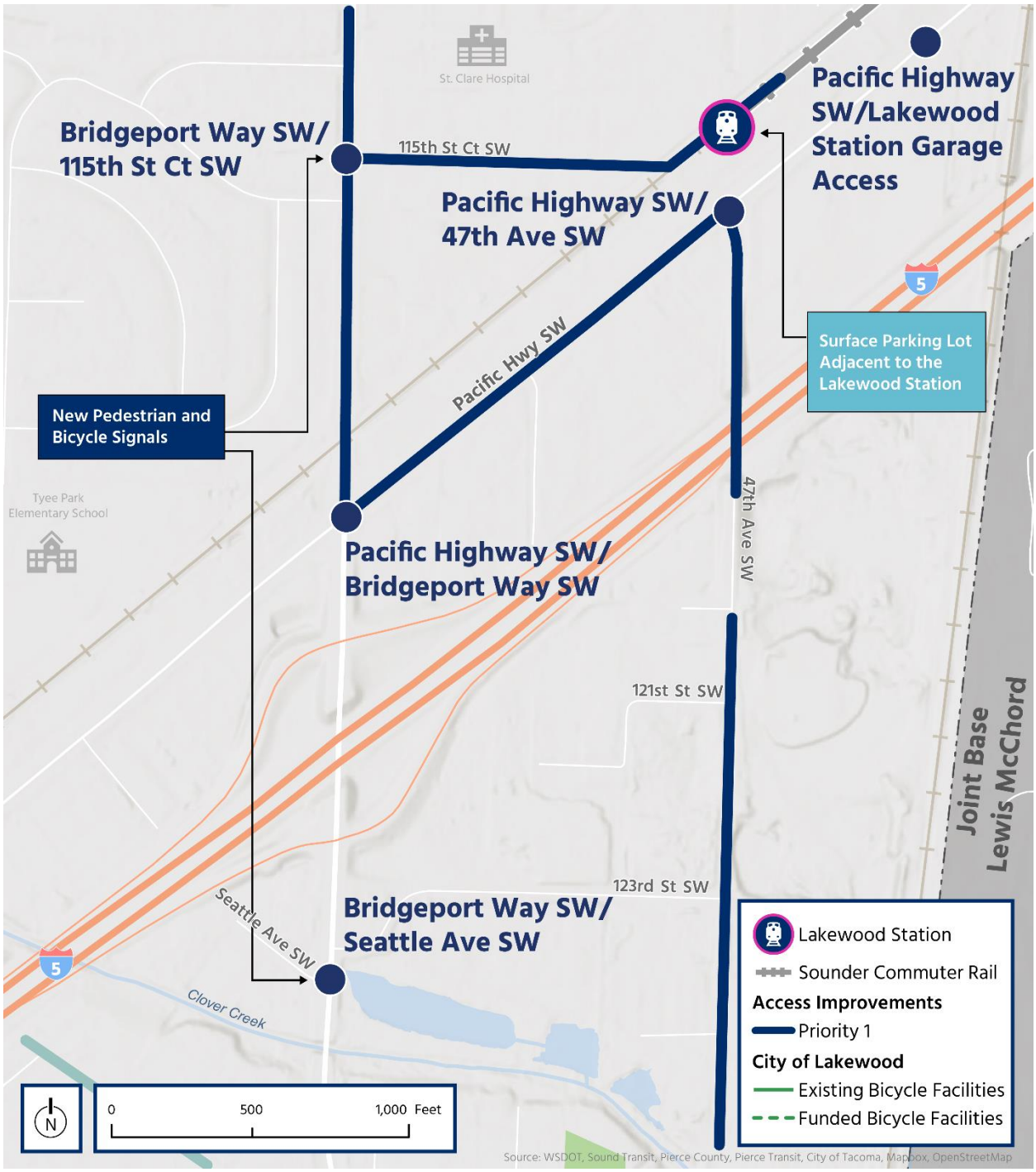

Figure 3-2 Transportation study intersections

4 EXISTING CONDITIONS

This chapter highlights the transportation network serving the Lakewood Station area, including:

- Pedestrian facilities (sidewalks and shared use paths).
- Bicycle facilities (bike lanes, sharrows, and shared use paths).
- Transit services and facilities (bus stops, transit routes, and transit and Lakewood station).
- Roadways/vehicle access.
- Parking.

4.1 Station area mode of access

Sound Transit's 2019 System Access Strategic Plan Passenger Access Survey Report and March 2020 Lakewood Station Profile each present figures for how Sounder passengers access Lakewood Station, broken down by mode of transportation. These figures are summarized in Table 4-1 below and demonstrate that the station is primarily accessed by auto. As is described in the subsequent sections, accessing the Lakewood Station via other modes (walk, bicycle, and local transit) is difficult due to barriers or lack of direct travel routes.

Table 4-1 Lakewood Station existing mode of access summary

Mode of Transportation	2019 System Access Strategic Plan Passenger Access Survey Report	March 2020 Lakewood Station Profile (pre-Covid)
Walk/wheelchair	<2%	8%
Bicycle	<2%	<1%
Transit transfer	17%	4%
Auto	78%	87%
Drop-off	*14%*	*8%*
Parked (Drove alone/carpool/vanpool)	*64%*	*79%*
Other[1]	<2%	Not measured

Source(s):
Sound Transit's 2019 System Access Strategic Plan Passenger Access Survey Report
Sound Transit's March 2020 Lakewood Station Profile
Note: (1) Other is not defined in source documents

4.2 Non-motorized network

The following describes the pedestrian and bicycle network in the Lakewood Station area.

4.2.1 Pedestrian network

Today, pedestrian access to Lakewood Station occurs on the station's southeastern frontage along Pacific Highway SW while three signalized intersections along the station frontage (parking garage driveway, north bus terminal driveway, and south bus terminal driveway/47th Avenue SW) provide opportunities for pedestrians to cross Pacific Highway SW. A pedestrian plaza is also located on the northwest side of the Sounder tracks at Kendrick Street SW, linking

to the station platform, bus terminal, and parking garage via a pedestrian bridge. At-grade sidewalk crossings of the Sounder tracks are present at Bridgeport Way SW to the southwest of the station and 108th Street SW to the northeast.

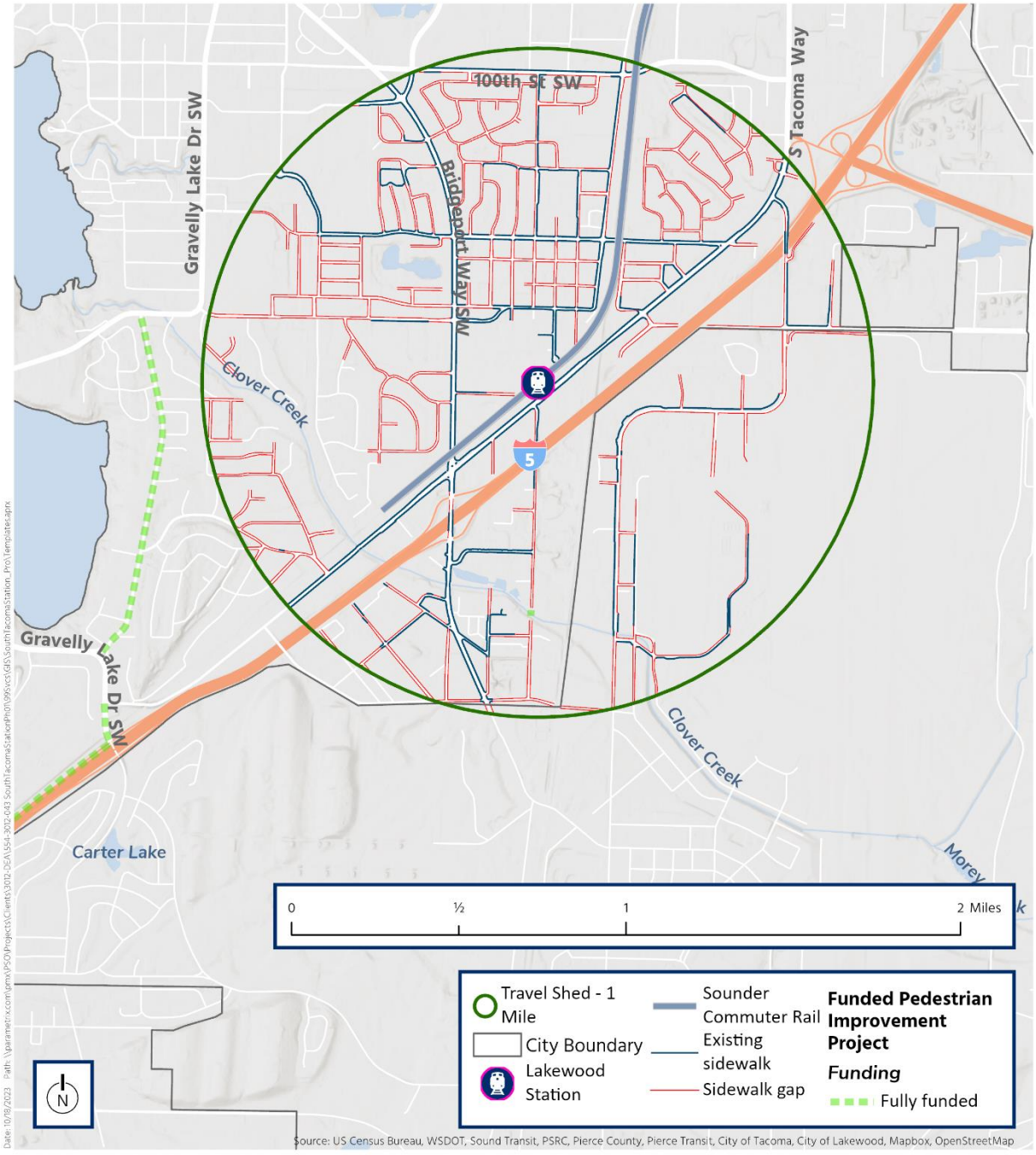

Figure 4-1 Pedestrian facilities

While the Lakewood Station pedestrian bridge provides direct access across the Sounder tracks to the north, pedestrian access is limited to and from locations immediately to the northwest of the station, such as St. Clare Hospital. Currently, accessing such locations would require

pedestrians to either travel southwest along Pacific Highway SW and then north along Bridgeport Way SW, or cross the pedestrian bridge north to Kendrick Street SW, then follow 111th Street SW and 112th Street SW to the west.

Key sidewalk gaps are present on Bridgeport Way SW and 47th Avenue SW as they cross I-5, while sidewalk gaps along 112th Street SW west of Bridgeport Way SW limit pedestrian access to neighborhoods west of the station. As shown in Figure 4-1, sidewalk gaps are present along the majority of non-arterial streets within the 1-mile pedestrian travel shed.

Within the 1-mile Lakewood Station pedestrian travel shed, sidewalks are present along most arterial and collector roadways, with the following exceptions:

- Bridgeport Way SW (both sides between I-5 southbound on/off ramps and I-5 overpass; west side between I-5 overpass and I-5 northbound on/off ramps).
- 47th Avenue SW (west side between Pacific Highway SW and I-5 overpass; both sides south of I-5 overpass).
- South Tacoma Way (west side between Pacific Highway SW and I-5 overpass; west side between I-5 overpass and 112th Street SW).
- 112th Street S (north side east of 34th Avenue S; south side east of South Tacoma Way).
- Wildaire Road SW (both sides west of Main Street SW/Davisson Road SW).
- 112th Street SW (both sides west of 55th Avenue SW; north side between Bridgeport Way SW and 55th Avenue SW; north side between Bridgeport Way SW and Addison Street SW; south side between Addison Street SW and Freiday Street SW).
- 111th Street SW (both sides between Freiday Street SW and Kendrick Street SW.)
- Lakeview Avenue SW (east side north of 108th Street SW).
- 100th Street SW (south side – most of the portion within the 1-mile travel shed).

The condition of curb ramps within the 1-mile pedestrian travel shed varies. Some intersections have curb ramps that are noncompliant with current Americans with Disabilities Act (ADA) standards while other intersections may have missing curb ramps.

4.2.2 Bicycle network

Bike lanes along Pacific Highway SW and South Tacoma Way provide direct access to Lakewood Station and locations to the northeast and southwest between 88th Street S and Gravelly Lake Drive SW, except for a short gap to the northeast of the station as Pacific Highway SW passes below the Burlington Northern Santa Fe Railway, BNSF right-of-way.

Bike lanes on Kendrick Street SW (south of 111th Street SW), 111th Street SW (Kendrick Street SW to Lakeview Avenue SW), and Lakeview Avenue SW (both sides from 111th Street SW to 108th Street SW and west side only between 108th Street SW and Steilacoom Boulevard SW) connect neighborhoods to the north of the station to the northern station entrance and pedestrian bridge. The bike lanes on Lakeview Avenue SW and Pacific Highway SW connect to bike lanes on 108th Street SW, which cross at-grade with the Sounder tracks to the northeast of the station. A project by the City of Lakewood and Sound Transit brought enhanced non-motorized facilities to 111th Street SW and 112th Street SW between Bridgeport Way SW and Kendrick Street SW and were completed in 2021.

Bicycle lanes are provided along Bridgeport Way SW to the west of Lakewood Station between McChord Drive SW and 123rd Street SW and shared lanes are provided between Pacific Highway SW and 75th Street W. The northern end of the shared-lane markings connect to bike lanes on Bridgeport Way SW that continue north into University Place.

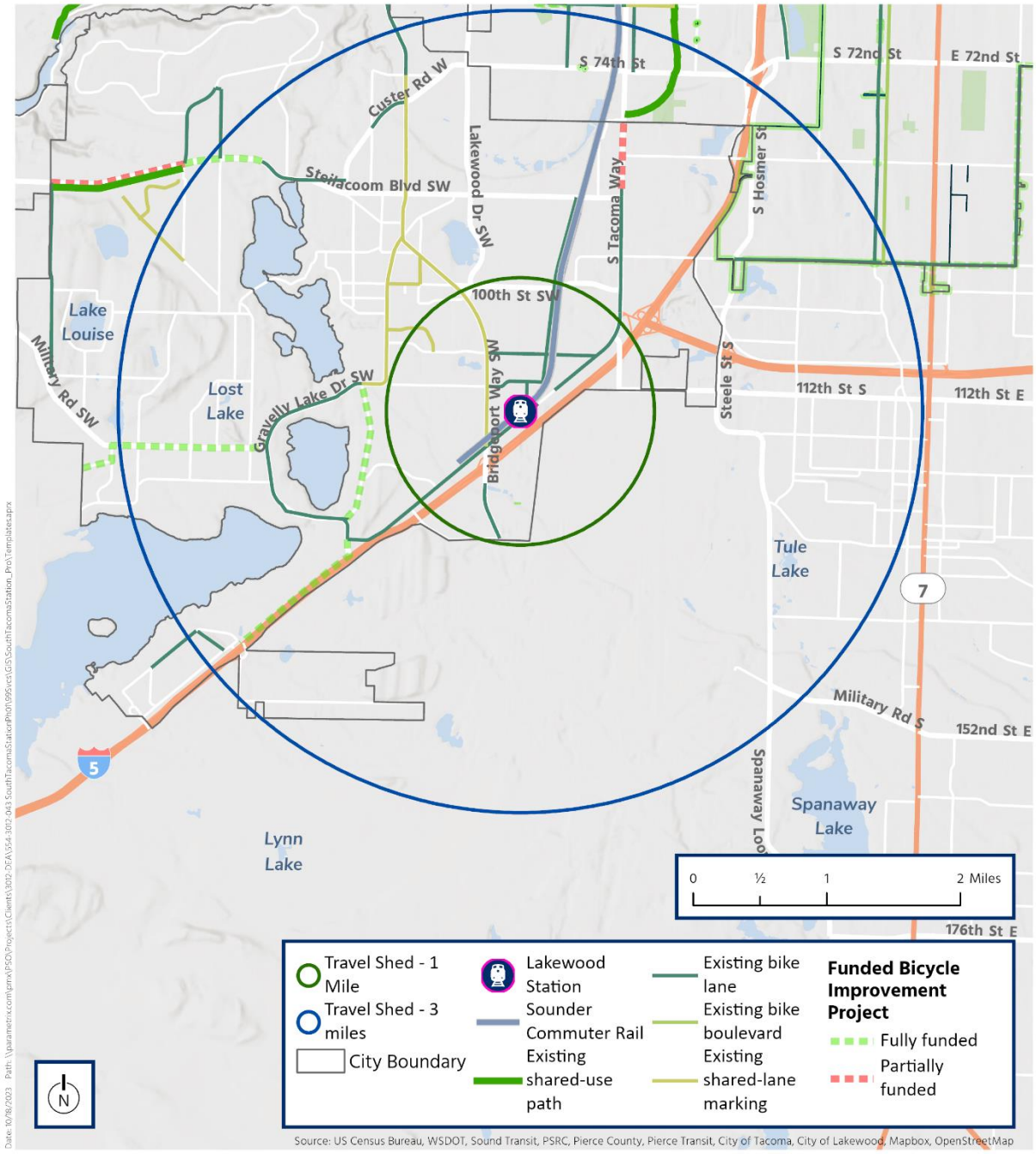

Figure 4-2 Bicycle facilities

As shown in Figure 4-2, few east-west bicycle connections are located within 1 mile of Lakewood Station, and there are few connections to areas to the east and west outside of the immediate station vicinity, as well. I-5 presents a barrier to bicycle access to Lakewood Station from the south and east because there are no crossings with dedicated bicycle facilities within the 3-mile bicycle travel shed. Bicycle access to the station from the east and south is further limited by State Route 512 and Joint Base Lewis McChord (JBLM), particularly from the unincorporated Pierce County community of Parkland.

4.3 Transit services and facilities

Sound Transit operates S Line rail between Lakewood and Seattle, with Lakewood Station serving as the current route's southern terminus. During the weekday morning period, Seattle-bound northbound trains operate every 20 to 30 minutes between 4:30 a.m. and 7 a.m. One additional northbound trip departs Lakewood around 10 a.m. and one southbound trip from Seattle to Lakewood operates around 8 a.m. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at Lakewood Station between 4:50 p.m. and 7:45 p.m. (Sound Transit 2023). Eight trains operate northbound and southbound each between Lakewood and Seattle each day, for a total of 16 daily trips.[1]

In addition to the Sound Transit Sounder S Line rail service between Lakewood and Seattle, bus transit service is provided within 1 mile of the station by Pierce Transit, Intercity Transit, and Sound Transit Express Bus.

Table 4-2 below summarizes the existing bus transit routes and weekday schedule frequency (average headways) serving stops within 1 mile of the station.

Table 4-2 Bus transit routes serving stops within 1 mile of the station (2023)

Route # and description, *Major destination served*	Service Span	Headways (weekday) in minutes		Nearest transfer point to Lakewood Station
		Northbound / Eastbound	Southbound / Westbound	
		a.m.[1] p.m.[2] All Day	a.m. p.m. All Day	
Pierce Transit Route 3 - Lakewood – Tacoma: Lakewood Transit Center SR 512 park-and-ride (P&R) Tacoma Mall Transit Center 10th & Commerce Transit Center	16 hours	30 30 30-60	30 30 30-60	108th Street SW and Kendrick Street SW (0.4 mile)
Pierce Transit Route 4 - Lakewood – South Hill: Lakewood Transit Center SR 512 P&R South Hill Mall Transit Center Pierce College - Puyallup	14 hours	30 30 30	30 30 30	100th Street SW and 47th Avenue SW (0.9 mile)
Pierce Transit Route 202 - 72nd Street: Lakewood Transit Center 72nd Street Transit Center	15 hours	30 – 60 30 30-60	30 30 30-60	Lakewood Drive SW and Bridgeport Way SW (1.1 miles)

[1] Five additional Sounder South trains (10 total daily trips) operate between Seattle and Tacoma Dome Station in the northbound and southbound directions each weekday. For the Sounder trips that do not serve Lakewood station, Sound Transit Express Bus route 594 connects Lakewood and Tacoma Dome Stations (Sound Transit 2023).

Route # and description, *Major destination served*	Service Span	Headways (weekday) in minutes		Nearest transfer point to Lakewood Station
		Northbound / Eastbound	Southbound / Westbound	
		a.m.[1] p.m.[2] All Day	a.m. p.m. All Day	
Pierce Transit Route 206 - Pacific Highway / Tillicum / Madigan Joint Base Lewis-McChord (JBLM) Madigan Hospital Lakewood Transit Center	16 hours	30 30 30-60	30 30 30-70	Bridgeport Way SW and Pacific Highway SW (0.3 mile)
Pierce Transit JBLM Runner – Lakewood Transit Center – JBLM Lakewood Transit Center Lakewood Station JBLM	6 hours	On Demand	On Demand	Lakewood Station
Intercity Transit Route 620 – Olympia/512 P&R Express Olympia Transit Center Lacey Transit Center Martin Way Park & Ride Lakewood Station SR 512 Park & Ride	14 hours	50-65 60-90 65-85	60-65 65-85 50-70	Lakewood Station
Sound Transit Route 574 - Lakewood / Sea-Tac Airport via Federal Way: Lakewood Transit Center SR 512 P&R Tacoma Dome Station Federal Way Transit Center Star Lake Freeway Station Kent/Des Moines Freeway Station Sea-Tac Airport	20 hours	30 30 10-60	20-30 30 20-60	SR 512 P&R (0.9 mile)
Sound Transit Route 592 - DuPont – Seattle: DuPont Station Lakewood Station SR 512 P&R Downtown Seattle	4 hours	15 – 30 (4-7:45 a.m.) N/A N/A	N/A 15 - 30 (4:30-7:45 p.m.) N/A	Lakewood Station
Sound Transit Route 594 - Lakewood / Tacoma – Seattle: DuPont Station[3] Lakewood Station SR 512 P&R Tacoma Dome Station Downtown Seattle	14 hours	20 (after 8:30 a.m.) N/A 30	30 – 45 (after 7 a.m.) 20 – 30 (until 4:30 p.m.) 10 (8-8:15 p.m. only)	Lakewood Station

Source: Pierce Transit 2023 and Sound Transit 2023.

Notes:
(1) a.m. period is 6 to 9 a.m.
(2) p.m. period is 3 to 6 p.m.
(3) One northbound and 2 southbound trips serve DuPont Station

The Lakewood Transit Center is located just outside of the 1-mile travel shed to the northwest of Lakewood Station and is served by Pierce Transit routes 2, 3, 4, 48, 202, 206, 212 and 214, and JBLM Runner and Sound Transit Express Bus route 574.

Figure 4-3 displays Pierce Transit and Sound Transit Express bus routes and facilities within the 1--mile pedestrian travel shed while Figure 4-4 presents Sound Transit regional connections within the 5--mile transit rider/driver access travel shed.

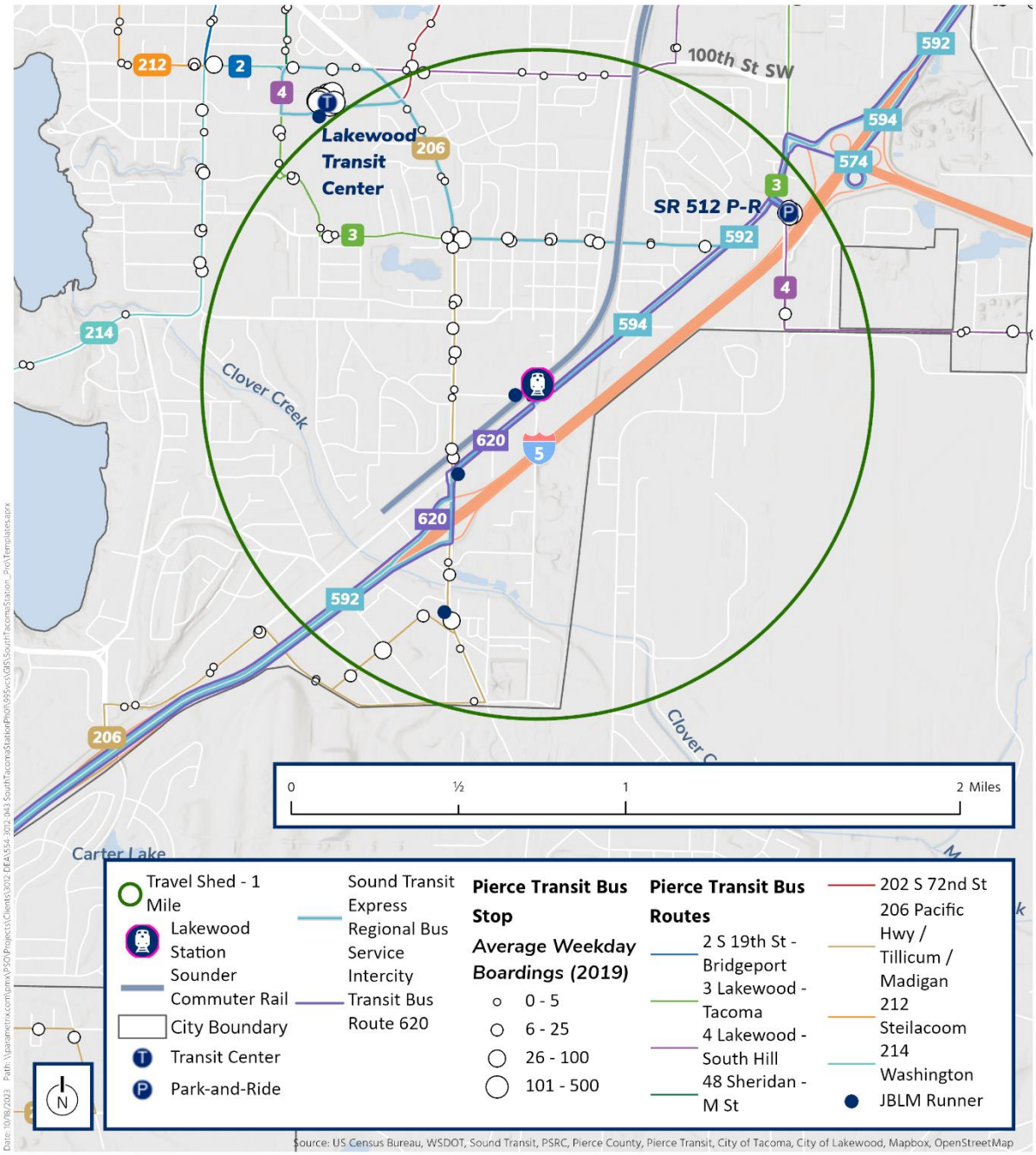

Figure 4-3 Transit routes

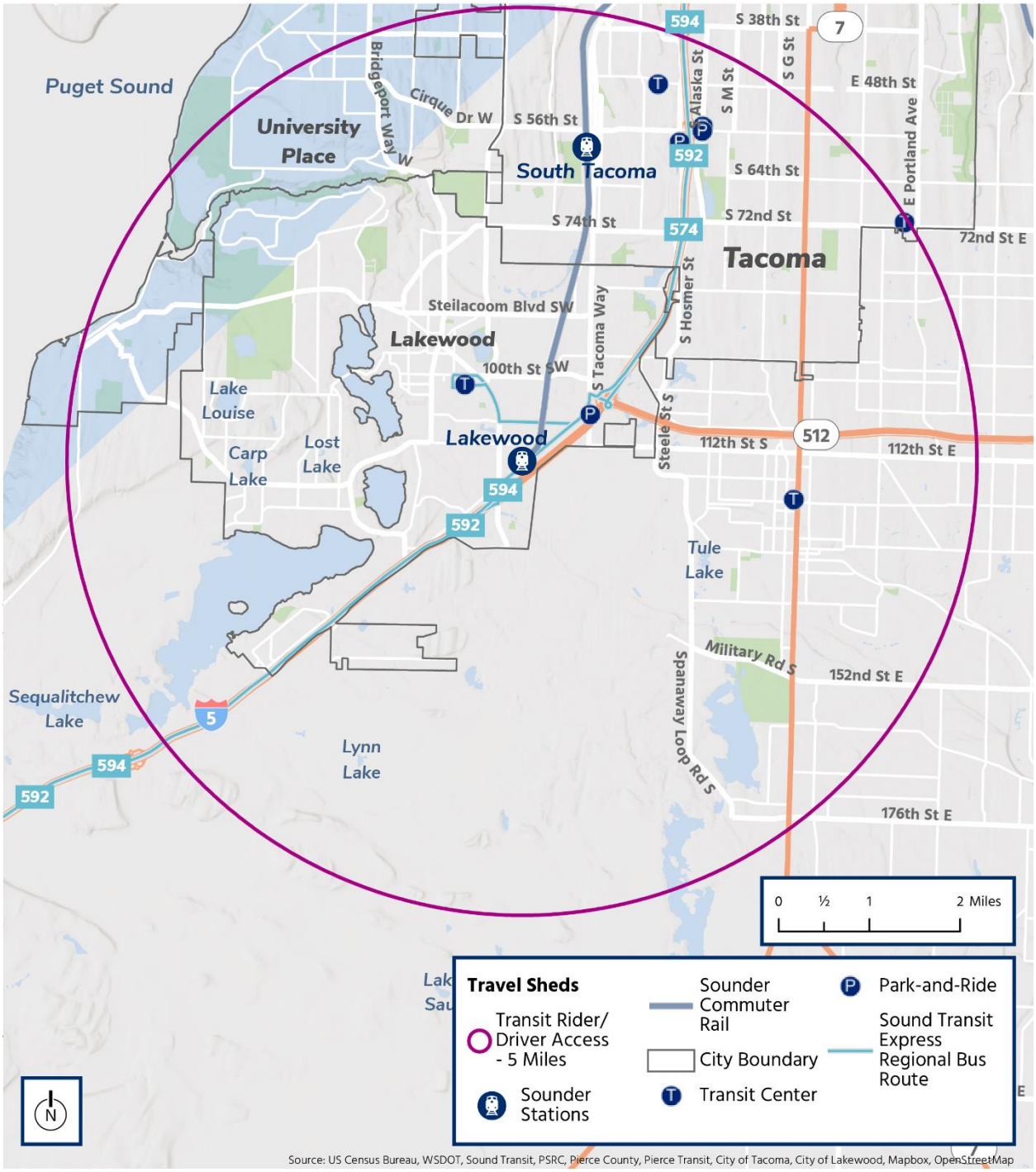

Figure 4-4 Sound Transit regional transit routes

Because no Pierce Transit routes directly serve Lakewood Station, the nearest transfer opportunity from Sounder to a local (non-regional) north-south bus transit route (Route 206) is approximately 0.3 mile from the station while the nearest transfer opportunity to an east-west bus route (route 4) is approximately 0.9 mile away. Pierce Transit Route 206 currently operates along Bridgeport Way SW to the west of Lakewood Station with the nearest stops at the intersection of Pacific Highway SW. Route 4 operates along 100th Street SW to the north of the station, with the nearest stop at the intersection of 47th Avenue SW. Transfer opportunities to Pierce Transit Route 3 are located approximately 0.4 mile from Lakewood Station at the intersection of 108th Street SW and Kendrick Street SW. Other bus routes serve stops approximately 1 mile to the northeast and northwest of the station, requiring riders to walk longer distances for transfer opportunities to bus routes serving destinations other than those along Routes 3, 4, and 206.

Many bus stops located near the station have minimal passenger amenities (shelters, benches, trash cans) and include only flags at the stops. Route 206 stops along Bridgeport Way SW at Seattle Avenue SW and San Francisco Avenue SW and along Lincoln Avenue SW at San Francisco Avenue SW were identified as having potential access issues in the March 2020 Lakewood Station Profile (Sound Transit 2020a). The following factors were considered when identifying transit stops with potential access issues:

- Lack of a complete, accessible paved route to the transit stop or station.
- Lack of a paved, unobstructed landing pad at the stop or station.
- Presence of a shelter with obstructions at the transit stop or station.

4.4 Roadways/vehicle access

Vehicular access to the Lakewood Station parking garage is provided via Pacific Highway SW, through both a signalized intersection on the northeast side of Lakewood Station and at a right-in/right-out point of ingress/egress midway along the garage frontage. From the north, the cul-de-sac southern terminus of Kendrick Street SW provides a pick-up/drop-off location, from which the station platform can be accessed via a pedestrian bridge over the Sounder tracks.

Pacific Highway SW, a primarily north-south minor arterial, connects Lakewood Station to Lakewood's broader roadway network, entering Tacoma to the north and the southern portion of Lakewood to the south. Bridgeport Way SW, a north-south principal arterial, intersects Pacific Highway SW to the southwest of the station and provides connections to University Place in the north as well as I-5 and JBLM to the south. An east-west minor arterial, 112th Street SW, intersects Bridgeport Way SW at a signalized intersection to the northwest of the station and, to the east, connects to Kendrick Street SW and its pickup/drop-off area at the northern edge of the station. Figure 4-5 displays the Lakewood Station vehicle access points.

Figure 4-5 Lakewood Station vehicle access points

Located 0.5 mile southwest of Lakewood Station, the I-5/Bridgeport Way SW interchange provides access to the state highway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel. I-5 has an interchange with SR 512 approximately 1.5 miles north of the Bridgeport Way SW interchange and enters the Olympia/Lacey area approximately 13.5 miles to the south. Figure 4-6 displays the roadway network within the 5-mile vehicle travel shed and Figure 4-7 shows the roadway network near the station.

Several partially or fully funded roadway projects included in city and county transportation improvement programs are located within the 5-mile vehicle travel shed. These projects are listed in Table 4-3 below.

Table 4-3 Partially or fully-funded roadway improvement projects within the 5-mile travel shed

Type	Project Name	Source/Agency	Funding
Bike/Ped, Street Repair	Steilacoom Boulevard SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Partial
Bike/Ped, Street Repair	Washington Boulevard SW/North Gate Road SW/Edgewood Avenue SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	Steilacoom Boulevard SW/ 88th Street SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	Mt. Tacoma Drive SW – Interlakken to Whitman Avenue SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped	Gravelly Lake Non-Motorized Trail – Phase 2	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	Military Road SW – Edgewood Drive SW to Farwest Drive	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair	Custer Road SW – Bridgeport Way to Lakewood Drive	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2024-2029	Full
Bike/Ped, Street Repair, Signals	E 64th Street Improvements (Phase 2)	City of Tacoma Comprehensive Transportation Improvement Program Amended 2023 and 2024-2029	Full
Bike/Ped, Street Repair, Signals	S Yakima Avenue Sidewalk	City of Tacoma Comprehensive Transportation Improvement Program Amended 2023 and 2024-2029	Full

Sources:
City of Lakewood. 2023a. City of Lakewood Amended Six-Year Comprehensive Transportation Improvement Program 2024-2029
City of Tacoma. 2023. City of Tacoma Comprehensive Transportation Improvement Program Amended 2023 and 2024-2029

Figure 4-6 Regional road network

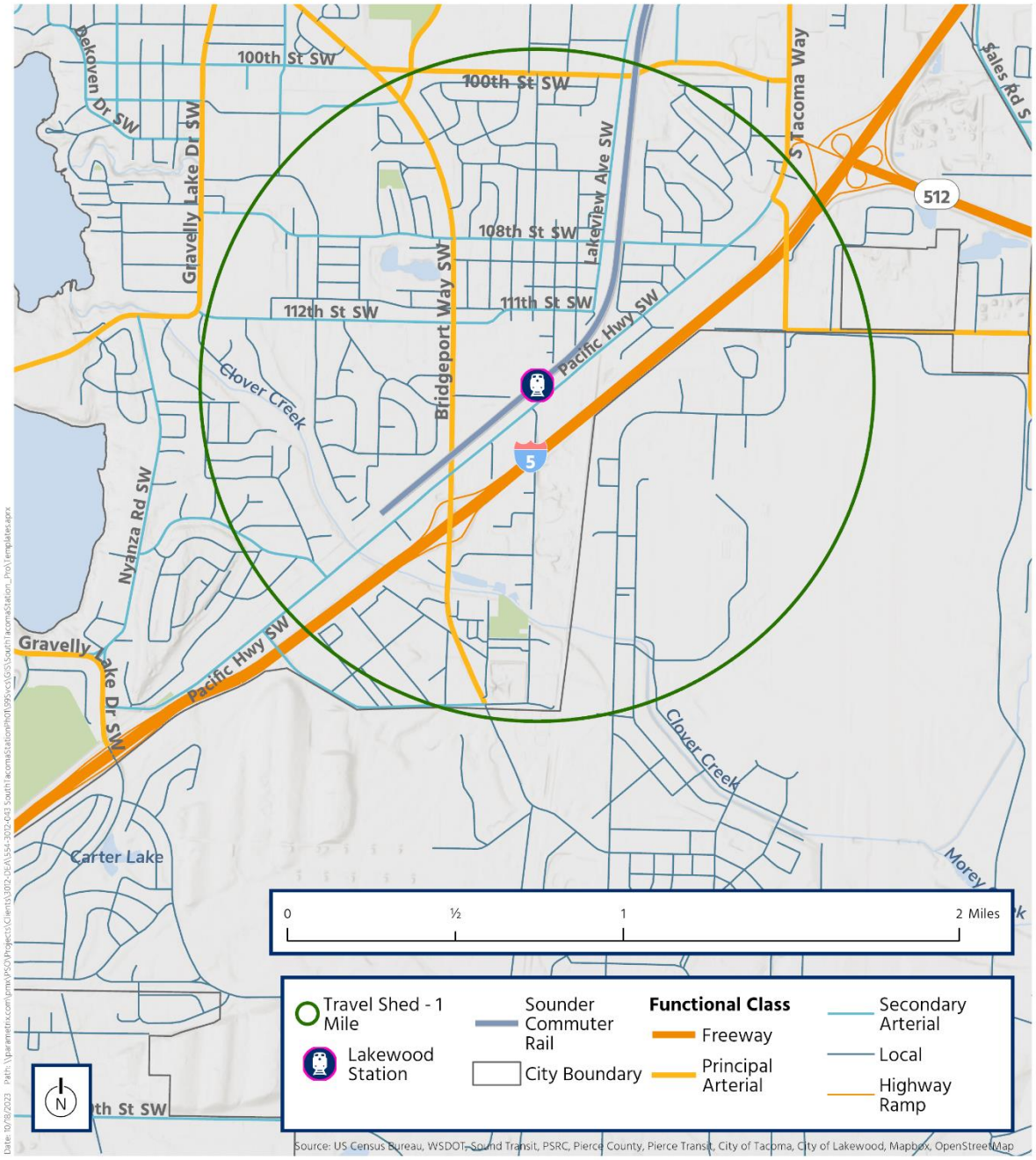

Figure 4-7 Road network

The Lakewood Station is located within the primary arterial network and within a mile of two freeway interchanges. The primary access to the station for transit and users of the garage is located off Pacific Highway (a minor arterial). A second access is provided from Kendrick Street (classified as a local street) for passenger pickup and drop-off.

Bridgeport Way SW is a principal arterial located west of the station and would likely provide access to either the primary access from Pacific Highway SW or the access from Kendrick Street. Other minor arterials that would be used by vehicles travelling to the pick-up/drop-off area north of the Lakewood Station include Lakeview Avenue SW, 111th/112th Street SW, and 108th Street SW.

The City of Lakewood Comprehensive Plan identifies Bridgeport Way SW through the I-5 interchange and to the north as having a level of service (LOS) standard of LOS F and the interchange with I-5 as having a volume-to-capacity ratio of 1.30 or less (City of Lakewood 2020) for a.m. and p.m. peak hour conditions. LOS A represents the best conditions with minimal amount of delay, and LOS F represents the worst conditions with severe congestion and delay. Existing and future conditions arterial LOS was not available in the City's comprehensive plan, however, because Bridgeport Way SW is assigned a LOS threshold of LOS F and a volume-to-capacity ratio of greater than 1.0. This indicates the corridor is congested and is anticipated to continue to be congested.

PM peak hour traffic counts were collected in 2023 to support intersection operations analysis for locations that may be affected by the build alternative. Traffic operations analysis was conducted at five study intersections. Traffic operations analysis utilized the Synchro tool (version 11) to determine the intersection LOS based on the Highway Capacity Manual (HCM) 2000 report and delay (in seconds per vehicle). The Synchro model was developed consistent with the Washington State Department of Transportation (WSDOT 2018) Synchro modeling protocol with the exception of the reporting method. The WSDOT protocol recommends reporting HCM 6th edition. However, the analysis conducted for this study includes pedestrian signals which are not supported by the HCM 6th edition methodology, thus the analysis defaulted to HCM 2000 reports.

While the corridors per the City's comprehensive plan operate with v/c ratios above 1.0 at I-5, the study intersections operate with v/c ratios well under the City's threshold of 0.90, and grades within the City's threshold of LOS D or better (see Table 4-4).

Table 4-4 Existing conditions intersection operations analysis

Intersection	Intersection Control Type	Approach	Existing p.m. Peak Hour LOS, Delay[1], V/C[2]
Bridgeport Way SW/115th Street Ct SW	OWSC[3]	Northbound Southbound Westbound	N/A[4] N/A B, 12, 0.40
Pacific Highway SW/Bridgeport Way SW	Signal	Overall	C, 31, 0.48
Bridgeport Way SW/Seattle Avenue SW	OWSC	Northbound Southbound Eastbound	N/A N/A B, 13, 0.31
Pacific Highway SW/47th Avenue SW	Signal	Overall	C, 16, 0.22
Pacific Highway SW/Lakewood Station Garage Access	Signal	Overall	B, 16, 0.24
Do all the study intersections operate within the City's threshold (LOS D and v/c ratio of 0.90 or better)?			**Yes**

(1) Delay is reported in seconds per vehicle.
(2) V/C – volume to capacity ratio.
(3) OWSC – one-way stop control.
(4) N/A – Movement is free-flow as movement is not stop controlled.

4.5 Parking

Parking at Lakewood Station is provided in a 601-stall parking garage located directly adjacent to the Sounder tracks to the northeast of the platform. On Pacific Highway SW, vehicular access to the garage is located at a signalized intersection to the northeast and at a right-in/right-out driveway midway along the garage frontage. Passenger ingress and egress from the parking garage is located at-grade near the northeastern portion of the station platform. Bicycle parking is provided at Lakewood Station in the form of 18 covered bicycle parking spaces while no additional public bicycle parking locations are available within two blocks of the station. The March 2020 Lakewood Station Profile reports that bicycle parking utilization at the station was 36% for the period 2018-2019.

The Sound Transit Parking Utilization Report (2019d) describes that the parking garage at Lakewood Station was between 93% and 96% occupied during a Tuesday through Thursday data collection period in January 2019. In May 2023, utilization during a Tuesday through Thursday data collection period ranged from 20% to 31%. A license plate survey conducted for Lakewood Station in 2016 reported that of the parked vehicles observed to be registered in Washington, 67% were registered in a jurisdiction within the Sound Transit District, 43% were registered within a jurisdiction within 5 miles of the station, and 24% were registered within the City of Lakewood (Sound Transit 2016a). Parking management policies, such as permit parking, are in use at Lakewood Station but have been paused due to the COVID-19 pandemic. Additional parking management policies would have an effect on parking utilization at the station.

In addition to the 601-stall parking garage at Lakewood Station, the SR 512 Park-and-Ride operated by Pierce Transit provides 493 parking stalls at the intersection of South Tacoma Way and Pacific Highway SW within the 1-mile travel shed. The SR 512 Park-and-Ride is served by Pierce Transit Routes 3, 4, and Runner, Sound Transit Express Bus Routes 574, 592, and 594, and Intercity Transit Route 620.

As discussed above, the vehicle parking at Lakewood Station is not fully utilized. Additionally, there is currently no indication that Sounder riders are overflow parking along City of Lakewood streets in neighborhoods adjacent to the Lakewood Station. Bicycle parking at the station is also underutilized. There are no identified parking access gaps.

5 YEAR 2030 CONDITIONS

5.1 No-Build Alternative

Conditions within the study area between now and horizon year 2030 are not anticipated to be substantially different in terms of the roadway, bicycle, and pedestrian networks or transit route service in the vicinity of the project improvements. However, sidewalk improvements on 47th Avenue SW in the vicinity of 121st Street SW were assumed to be constructed by the City or private development before 2030 and were assumed as part of the No-Build Alternative.

Traffic volumes are anticipated to increase by year 2030. To estimate traffic for the future year 2030 No-Build Alternative, existing traffic volumes were grown by a two percent annual growth rate. This growth rate was provided by the City of Lakewood and aligns with the City's forecasts for population growth as described in the City of Lakewood Housing Needs Assessment (City of Lakewood 2023b).

Traffic operations analysis was conducted at the five study intersections to establish baseline conditions from which to quantitatively assess changes between the No-Build and Build Alternatives. As described in the existing conditions analysis, the Synchro model was used to determine intersection LOS, delay, and v/c ratios. Similar to the existing conditions, in the year 2030, the study intersections are anticipated to operate within the City's LOS D and 0.90 v/c ratio thresholds (see Table 5-1).

Table 5-1 Year 2030 No-Build Alternative intersection operations analysis

Intersection	Intersection Control Type	Approach	2030 p.m. Peak Hour LOS, Delay[1], V/C
Bridgeport Way SW/115th Street Ct SW	OWSC	Northbound Southbound Westbound	N/A[2] N/A B, 12, 0.45
Pacific Highway SW/Bridgeport Way SW	Signal	Overall	C, 33, 0.55
Bridgeport Way SW/Seattle Avenue SW	OWSC	Northbound Southbound Eastbound	N/A N/A B, 13, 0.33
Pacific Highway SW/47th Avenue SW	Signal	Overall	C, 32, 0.26
Pacific Highway SW/Lakewood Station Garage Access	Signal	Overall	B, 16, 0.28

Notes:
(1) Delay is reported in seconds per vehicle.
(2) N/A – Movement is free-flow as movement is not stop controlled.

5.2 Build Alternative

The Build Alternative includes all Priority 1 and 2 project improvements. The analysis in this section describes the anticipated changes to the transportation network, by mode, and the forecast impacts of the project. Table 5-2 identifies the type of analysis that was performed for each transportation mode.

Table 5-2 Scope of transportation analysis

Element	Type of Analysis for Build Alternative
Non-motorized network	Qualitative description of newly created connections and removed barriers, including connectivity to existing network, funded City projects and transit.
Transit stops and routes	Qualitative description of the changes to stop locations and transit routes. Quantified changes in bus travel time for Route 206 to access the station.
Vehicle access/traffic operations	Quantified changes in traffic volumes and intersection delay that would occur by adding parking capacity at the Sounder station. Quantified changes in vehicle delay at intersections where a pedestrian signal would be constructed.
Parking impacts	Quantified changes in parking capacity within the City right-of-way (ROW). Quantified increase in parking capacity for project which adds a surface lot at the station.

Figure 3-1 and Table 5-3 list the projects included within the Build Alternative, including their classification as Priority 1 or Priority 2. Table 5-3 also identifies which modes or facilities would be affected by the projects in the Build Alternative. The following sections further describe how the projects modify and impact the non-motorized network, transit facilities and access, vehicle access/traffic operations, and parking capacity.

Table 5-3 Build Alternative project improvements

Description (Project Number as shown in the Phase 2 Report)	Mode or facility potentially impacted by improvement			
	Non-motorized access	Transit services or facilities	Vehicle access/ traffic	Parking (including shoulders)
Bridgeport Way SW Non-motorized Connections via 115th Street Court SW *(Priority 1)*				
Add sharrows[1], sidewalk (north side) on 115th Street Court SW and add a shared use path to the station (A8, D6)	Yes	No	No	No
Add pedestrian signal across Bridgeport Way SW and bus stop improvements (A20, B5, B6)	Yes	Yes	Yes	No
Improve station fencing (C1)	No	Yes	No	No
Pierce Transit Route 206 Bus Stops and Sidewalks *(Priority 1)*				
Complete sidewalks and crosswalks on New York Avenue SW/McChord Drive SW and Lincoln Avenue SW to access Route 206 bus stops (A14, A34)	Yes	No	No	No
Add a pedestrian signal across Bridgeport Way SW at Seattle Avenue SW adjacent to Route 206 bus stops (A23)	Yes	No	Yes	No
Improve bus stop amenities (add bench, add shelter in some locations) (B4, B12 – B16, B19, B20)	No	Yes	No	No
Pierce Transit Route 206 Bus Connection to the Station *(Priority 1)*				
Widen the turn radius from southbound Pacific Highway S to northbound Bridgeport Way SW to facilitate Route 206 to access the station (B8)	No	Yes	No	No
47th Avenue SW Bridge and Sidewalk Connections *(Priority 1)*				
South of I-5, provide sidewalks (westside) and sharrows on 47th Avenue SW between Clover Creek and 120th Street SW (A7)	Yes	No	No	Yes
Across I-5 on the 47th Avenue SW bridge, provide sidewalk on the westside separated from travel lanes with a barrier and sharrows (A16.D)				
North of I-5, provide bike lane on the west side (southbound) and sharrows on the eastside (northbound) of 47th Avenue SW (A17)				

Description (Project Number as shown in the Phase 2 Report)	Mode or facility potentially impacted by improvement			
	Non-motorized access	Transit services or facilities	Vehicle access/ traffic	Parking (including shoulders)
Lakewood Station Improvements *(Priority 1)*				
Provide station area curb ramp retrofits (A41), shelter retrofits to provide overhead shelter at the mini-high (B17), public address system (E1), retrofit the station stairs (E2), bird deterrent retrofit (E4), and station area accessibility for sight impaired (E5)	No	Yes	No	No
Non-motorized Improvements *(Priority 2)*				
Add sidewalks and bike lanes on 112th Street SW (A10)	Yes	No	No	Yes
Add sidewalks and bike lanes on Kendrick Street SW (A12)	Yes	No	No	Yes
Add sidewalks on 47th Avenue SW/McChord Drive (A18)	Yes	No	No	Yes
Add bike lanes on Davisson Road SW (A29)	Yes	No	No	Yes
Add sidewalks and bike lanes on 111th Street SW and Davisson Rd SW near Clover Park High School (A30)	Yes	No	No	Yes
Add sidewalks on Chicago Avenue SW and Boston Avenue SW (A35, A36)	Yes	No	No	Yes
Add sidewalks on San Francisco Avenue SW (A37)	Yes	No	No	Yes
Add sidewalks and railroad crossing arms or gates for pedestrians Clover Creek Drive SW crossing of the railroad tracks (A39)	Yes	No	No	Yes
Lakewood Station Improvements *(Priority 2)*				
Add an 80-stall surface parking lot northeast of the current garage (D8.B)	No	No	Yes	Yes
Wayfinding to pickup/drop-off areas (E3)	No	No	No	No

Notes:

(1) Sharrows are painted markings on the roadway with two V-shapes and a bicycle. The markings indicate that the roadway is shared by motorists and bicyclists.

5.3 Changes to the non-motorized network

The improvement projects associated with the Build Alternative would complete portions of the City's planned bicycle and pedestrian network and improve access directly to the station or to Pierce Transit Route 206, which serves the station.

5.3.1 Bridgeport Way SW non-motorized connections via 115th Street Court SW (Priority 1)

The improvements proposed at 115th Street Court SW would facilitate non-motorized connections between the Bridgeport Way SW bus stop and the 115th Street Court SW cul-de-sac to the Lakewood Station. They would allow for drop-off and pickup of passengers at the

street end and access to the station via a trail along the north side of the tracks to the north station entrance.

- Sharrows would be added to 115th Street Court SW from Bridgeport Way SW to the end of the cul-de-sac. An approximately 1,620-foot-long by 10-foot-wide asphalt path would be constructed from the end of the cul-de-sac along the north side of the rail ROW to just past the pedestrian overpass allowing passengers to access the overpass bridge to the station. The path would be bordered on both sides with a chain link fence for security and be extended beyond the overcrossing to reduce ground level crossing of the tracks.
- At the Bridgeport Way SW/115th Street Court SW intersection, a pedestrian signal would be added, as well as improved lighting and crosswalks to improve access to the bus stops. Additional information is available in Section 5.5 Changes to Vehicle Access/Traffic Operations regarding the impact (change in delay) for vehicles with the new pedestrian signal.
- On Bridgeport Way SW, four driveways would be improved including adding new ADA curb ramps over a distance of approximately 2,350 feet. These are located between just south of 115th Street SW and 112th Street SW and include driveways to the Pet Doctor business and Watson Signature Event Center.

5.3.2 Route 206 bus stops and sidewalks (Priority 1)

Pierce Transit Route 206 runs along Bridgeport Way SW from the Lakewood Towne Center and extends south through the study area. The improvements in this area would connect residential developments in the area to Route 206 bus stops by completing the sidewalk system, including meeting ADA standards at intersections and bus stops.

- A 6-foot-wide sidewalk would be constructed on the north side of New York Avenue SW and McChord Drive SW between Bridgeport Way SW and Pacific Highway SW over a distance of approximately 3,880 feet. New crosswalk striping would be added at Lincoln Avenue SW to access the southbound bus stop on McChord Drive SW.
- At the New York Avenue SW crossing of I-5, the sidewalks on the north and south sides would be removed. A new sidewalk would be constructed on the north side, which would be slightly over 6 feet wide. On the north side a concrete barrier and pedestrian railing would be installed between the street and the sidewalk and a new railing at the bridge edge.
- Sidewalks would be constructed on Lincoln Avenue SW between McChord Drive SW and San Francisco Avenue SW for a distance of approximately 1,900 feet. Sidewalks would be added to both sides of Lincoln Avenue SW between McChord Drive SW and Chicago Avenue SW. From Chicago Avenue SW to San Francisco Avenue SW sidewalks would only be added to the north side of Lincoln Avenue SW.

5.3.3 47th Avenue SW bridge and sidewalk connections (Priority 1)

This project would allow bicycles and pedestrians to travel between the residential developments along 47th Avenue SW and the Lakewood Sounder Station to the north on designated sidewalks and bicycle facilities. Sidewalks and sharrows would be constructed along both sides of 47th Avenue SW from Clover Creek to 120th Street SW. From 127th Street SW, sidewalks would only be added to the west side of 47th Avenue SW extending across I-5 to Pacific Highway SW. A bike lane would be included on one side of the road. North of the I-5 crossing, the sidewalk on the east side would be removed to allow improvements to continue on the west side of the roadway. Sharrows would be included across the bridge over I-5.

5.3.4 Non-motorized improvements (Priority 2)

Various other station access improvements would enhance non-motorized travel in the project area. These project improvements include:

- 112th Street SW – Add sidewalks and bicycle lanes on 112th Street SW for a length of approximately 4,030 feet, providing an east-west connection between the City's existing non-motorized facilities along Gravelly Lake Drive, schools, and major origins and destinations in the study area.
- Kendrick Street SW – Construct sidewalks, bicycles lanes and lighting along approximately 1,080 feet of Kendrick Street SW to support access to and from the Sounder station to the north.
- Clover Creek Drive SW – Provide sidewalks on Clover Creek Drive SW between Hillcrest Drive SW and Pacific Highway SW, signage, and crossing arms to improve accessibility and safety at the at-grade rail crossing.
- Wayfinding to pickup/drop-off locations serving the station – Install wayfinding signage at several locations including near the intersections of Bridgeport Way SW and Pacific Highway SW, Bridgeport Way SW and 112th Street SW, and Kendrick Street SW and 111th Street SW. Station access signage would be added to Pacific Highway SW near the station.
- Clover Park High School connection – Adds bike lanes and sidewalks on 111th Street SW between 60th Avenue SW and Davisson Road SW.
- Davisson Road SW - Construct bike lanes and sidewalks on Davisson Road SW between 108th Street SW and 111th Street SW and on Highland Street SW between 111th Street SW and 112th Street SW.
- Springbrook Area connections - Provide sidewalks and sharrows on 47th Avenue SW and McChord Drive SW for a distance of approximately 1,890 feet. Construct sidewalks and install street lighting on Chicago Avenue SW between McChord Drive SW and Springbrook Lane SW and Boston Avenue SW between McChord Drive SW and 57th Avenue Ct SW for a distance of approximately 1,970 feet. Construct sidewalks and install street lighting on San Francisco Avenue SW between Springbrook Lane SW and Bridgeport Way SW for a distance of approximately 1,300 feet.

5.4 Changes to transit services and facilities

The improvements associated with the project include localized changes in bus stop locations and amenities, and an opportunity to modify Pierce Transit's Route 206 to serve the Lakewood Station directly.

5.4.1 Bridgeport Way SW non-motorized connections via 115th Street Court SW (Priority 1)

This project would change the Route 206 southbound bus stop location on Bridgeport Way SW at 115th Street SW and would also change access to the station and improve security along the railroad tracks.

To allow for a pedestrian signal to be construction at Bridgeport Way SW/115th Street Court SW, the southbound Route 206 bus stop would be moved to a location south of 115th Street Court SW. In its current location, it conflicts with the pedestrian signal and would create sight distance issues between travelling vehicles, the bus, and crossing pedestrians.

Based on field studies, it appears that people breach the railroad ROW in the vicinity of 115th Street SW by travelling through gaps or holes in the fencing, rather than use the grade separated crossing that is provided at the station. This may occur as there is no designated or direct path for bicyclists and pedestrians between Bridgeport Way SW and the station without travelling to the north to 111th/112th Street SW.

To improve access to the station from Bridgeport Way SW or other areas west of the station and reduce security risks, the project would repair or replace the fencing to prohibit access to the railroad crossing, and would also encourage the use of the designated elevated crossing at the Station by completing the shared use path between Bridgeport Way SW and the station.

5.4.2 Route 206 bus stops and sidewalks (Priority 1)

In conjunction with the sidewalk improvements to provide better access to and from the Route 206 bus stops (described in Section 5.3 above), the project would add bus stop benches consistent with Pierce Transit standards. Benches are a basic amenity and are constructed at all stops. For bus stops that have 10 riders or more a day, shelters are also provided. The following locations do not currently have a shelter and meet the 10 daily rider threshold:

- Eastbound stop at Lincoln Avenue SW/Boston Avenue SW.
- Southbound stop at Bridgeport Way SW/115th Street court SW (currently has a shelter, but stop would be relocated further south with a shelter).
- Northbound stop at Bridgeport Way SW/San Francisco Avenue.

5.4.3 Route 206 bus connection to the station (Priority 1)

Today, the Route 206 travels north and southbound along Bridgeport Way SW but does not directly access the station to the east on Pacific Highway S due to the tight turn radius (does not meet transit turning radius needs) from Pacific Highway S to Bridgeport Way SW. The project includes reconstructing the southbound right turn lane from Pacific Highway SW to northbound Bridgeport Way SW to increase the turn radius so that transit turning movements could be accommodated. This would include reducing the existing island in the northeast quadrant and shifting the northbound lanes on Bridgeport Way SW to the west.

Rerouting Route 206 to serve the station directly would increase the total travel time by five to six minutes, of which three to four minutes are attributed to signal delay (per the Synchro analysis conducted for this study) and increased travel distance (see Table 5-4). The change in travel time is calculated from the Bridgeport Way SW/Pacific Highway SW intersection to and from the Lakewood Station. The calculations assumed a 30 second dwell time at the station which would be dependent on the ridership and if the station is used as a new time check location. Under existing conditions, the total travel time for a bus rider exiting the bus at Bridgeport Way SW and walking to the station (or the reverse) would be 10 to 15 minutes. The direct transfer would provide a net 5-to-10-minute total travel time savings for those riders.

With this study, Sound Transit has identified potential improvements to aide in revising the Route 206 travel path, however it is up to Pierce Transit to determine if the change in route would be a net benefit to their system.

Table 5-4 Potential change in travel time for Route 206 (Year 2030)

Northbound **Comparison from Bridgeport Way SW/Pacific Highway S to serve Lakewood Station)**			
Current Route 206 Travel Path		Route 206 Travel Path with Build Alternative Projects	
25 sec	Bridgeport Way SW/Pacific Highway SW – northbound through	22 sec	Bridgeport Way SW/Pacific Highway SW – northbound right
		+34 sec	Travel time 1,500 feet at average 30 mph
		+45 sec	Left turn from Pacific Highway SW to station
		+120 sec	Dwell at station
		+33 sec	Right turn from station onto Pacific Highway
		+34 sec	Travel time 1,500 feet at average 30 mph
		+41 sec	Bridgeport Way SW/Pacific Highway SW – westbound right
=0.4 min	**Total Route Travel Time**	**=5.5 min**	**Total Route Travel Time**
Southbound Comparison from Bridgeport Way SW/Pacific Highway S to serve Lakewood Station)			
Current Route 206 Travel Path		Route 206 Travel Path with Build Alternative Projects	
20 sec	Bridgeport Way SW/Pacific Highway SW – southbound through	56 sec	Bridgeport Way SW/Pacific Highway SW – southbound left
		+34 sec	Travel time 1,500 feet at average 30 mph
		+45 sec	Left turn from Pacific Highway SW to station
		+30 sec	Dwell at station
		+33 sec	Right turn from station onto Pacific Highway
		+34 sec	Travel time 1,500 feet at average 30 mph
		+58 sec	Bridgeport Way SW/Pacific Highway SW – westbound left
=0.3 min	**Total Route Travel Time**	**=4.8 min**	**Total Route Travel Time**

5.4.4 Lakewood Station improvements (Priority 1)

Lakewood Station projects would improve access conditions for sight impaired, non-English speaking, and disabled persons, as well support non-motorized access. These include the following upgrades to the station:

- Add bird deterrent system.
- Provide a mini-high shelter.
- Retrofit stairs and other station components where trash accumulates.
- Install a public address system.
- Provide accessible wayfinding for sight impaired persons.
    - Braille for ticketing.
    - Tactile strips between platform and drop-off areas.
- Provide signage for non-English-speaking persons.

In addition, ADA compliant curb ramps would be retrofitted at 35 sidewalk locations within ½ mile of the station.

5.5 Changes to vehicle access/traffic operations

A traffic operations analysis was performed to assess the impacts of a subset of improvements on vehicular traffic volumes, travel patterns, or operations. The improvements identified to generate trips, affect travel patterns, or modify stop control include:

- Pedestrian signal at Bridgeport Way SW/115th Street Court SW.
- Pedestrian signal at Bridgeport Way SW/Seattle Avenue SW.
- Surface parking lot at the Lakewood Station.

The project improvements would not interfere with, affect, or be affected by the movement of agricultural and forest products on roads and streets in the area.

5.5.1 Bridgeport Way SW/115th Street Court SW pedestrian signal

The project would include adding a signalized pedestrian crossing on Bridgeport Way SW at 115th Street Court SW. Guidance from the Manual of Uniform Traffic Control Devices (MUTCD 2009) was used to conduct a pedestrian signal warrant. Three types of traffic controls were considered:

- A Rectangular Rapid Flashing Beacon (RRFB).
- A Pedestrian Hybrid Beacon (PHB).
- A full pedestrian signal.

Of the traffic control considered, an RRFB is the lowest level of treatment which is activated to alert vehicles that the crosswalk is in use. A PHB provides a greater level of traffic control by requiring all vehicles to stop (then proceed if the crosswalk is clear), when a pedestrian or bicycle is in the vicinity of the crosswalk. A full pedestrian signal provides the greatest level of traffic control of the three options by stopping the vehicles for the duration of time a pedestrian or bicycle is approaching the crosswalk until they clear the roadway completely. The following describes the operations of the three traffic control devices.

When a pedestrian or bicyclist is present, an RRFB flashes yellow lights and is a warning for vehicles alerting about the presence of pedestrians or bicyclists in the crosswalk. The signal is activated by bicyclists or pedestrians with a push button. When pedestrians or bicyclists are present in the crosswalk, motorists must stop and yield. When no pedestrians are present, the lights are not activated or lit and appear black to vehicles.

A PHB operates with a yellow-red-flashing red sequence. The signal is activated by bicyclists or pedestrians with a push button. A yellow light is then activated to alert vehicles that there is a bicycle or pedestrian approaching the roadway. The next signal phase is a solid red which requires all vehicles to stop. After a period of solid red, the light switches to a flashing red. At that point, vehicles must stop, check for pedestrians or bicycles in the travel way, and can continue. When no pedestrians are present, the signal is not lit and appears black to vehicles. A PHB can be coordinated with adjacent signals including the signal at Pacific Highway S or the rail crossing.

Based on the MUTCD, a PHB should be considered when traffic volumes and pedestrian volumes exceed the thresholds identified in Figure 5-1.

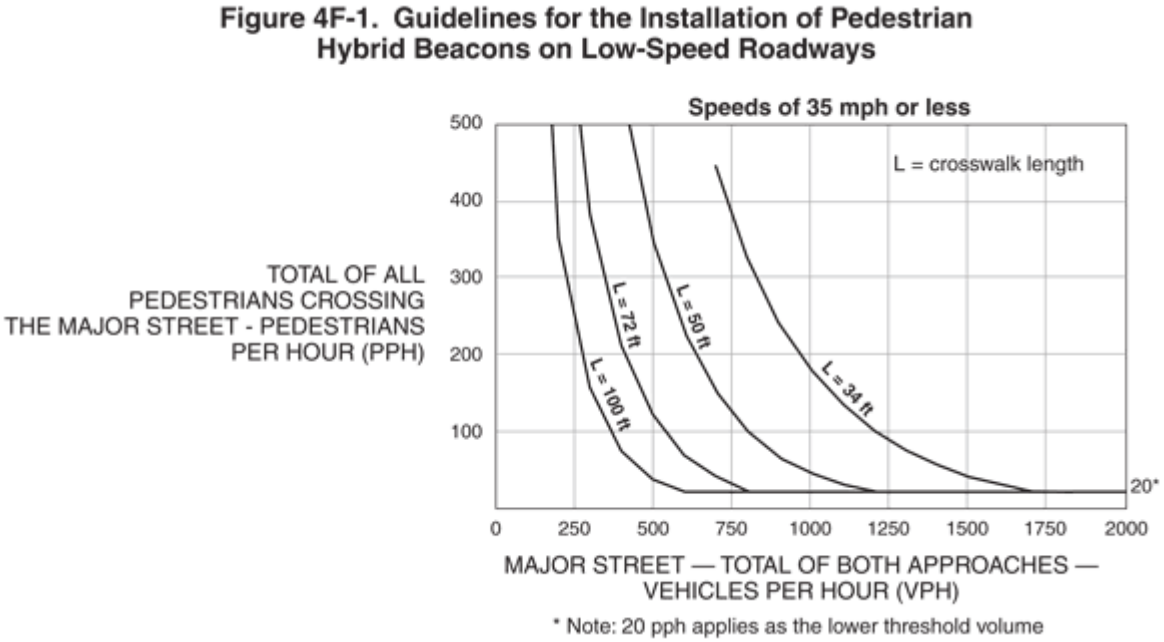

Figure 5-1 MUTCD Figure 4F-1 – Pedestrian hybrid beacon thresholds

A full pedestrian signal fully stops all the vehicles while the pedestrians or bicycles are in the crosswalk. Like the other signals, a full pedestrian signal is activated with a push button by the pedestrians or bicyclists. A full pedestrian signal can be coordinated with adjacent signals. This differs from a fully signalized intersection, which responds to vehicle activity as well as pedestrian activation.

Of the three signal options, the full pedestrian signal results in the most delay for vehicles but also removes the decision making that occurs with the other two traffic control devices (RRFB or PHB). With a full pedestrian signal, drivers are forced to stop with the red light; with a RRFB or PHB, the driver can proceed if the driver determines the travel way is clear.

Based on the MUTCD, a full pedestrian signal should be considered when traffic volumes and pedestrian volumes exceed the thresholds identified in Figure 5-2.

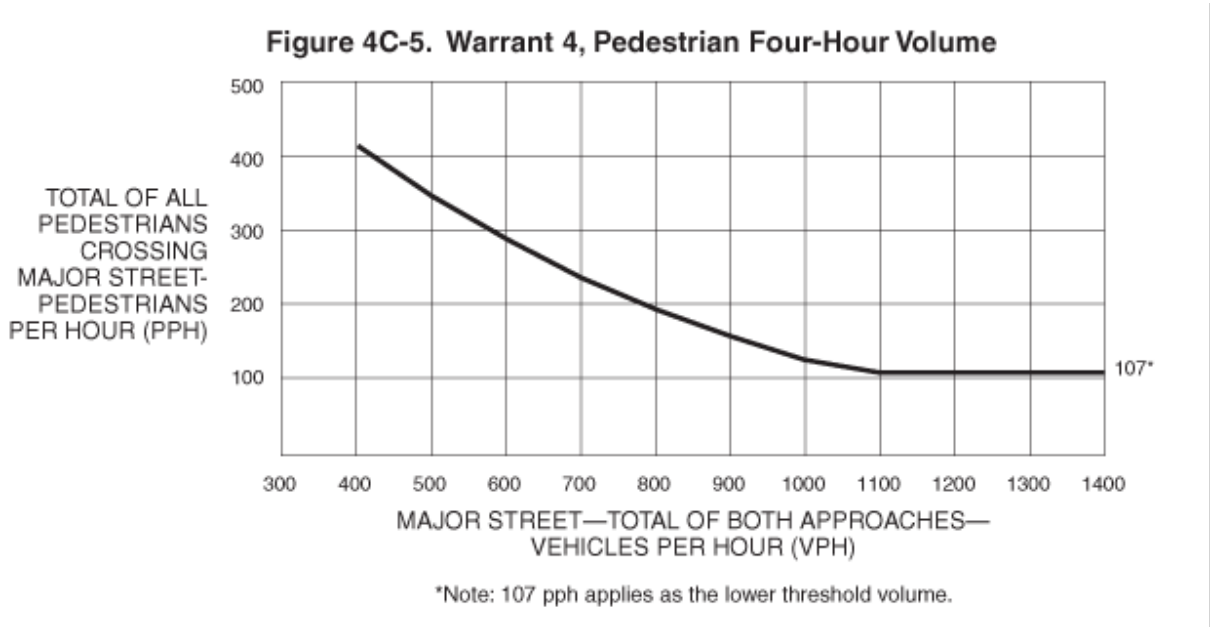

Figure 5-2 MUTCD Figure 4C-5 – Pedestrian signal warrant

At the Bridgeport Way SW/115th Street Court SW intersection, conditions meet the minimum thresholds to install a PHB. These MUTCD thresholds include: traffic volumes exceed 2,000 peak hour trips, roadway speed is 35 miles per hour (mph), and a crossing width of approximately 60 feet, and likely 20 pedestrians or bicyclists per day.

While the pedestrian volumes are lower than the thresholds shown in Figure 5-2**,** a full pedestrian signal should be considered given the geometric complexities of the corridor with the 115th Street Court SW intersecting Bridgeport Way SW. All turn movements are allowed at 115th Street Court SW, thus managing conflicts would be safer with a full pedestrian signal.

Traffic analyses were conducted for both a PHB and full pedestrian signal. The forecast difference in delay incurred on vehicular traffic is similar, with both scenarios operating within the City of Lakewood's LOS and v/c ratio standards (Table 5-5). The queues from either a PHB or full pedestrian signal are not anticipated to extend back to the rail crossing.

Table 5-5 Year 2030 No-Build and Build Alternative intersection operations, Bridgeport Way SW/115th Street Court SW

Scenario	Intersection Control Type	Approach	2030 p.m. Peak Hour LOS, Delay[1], V/C	2030 Northbound Queue (800 feet storage between 115th and tracks)
No-Build Alternative	OWSC	Northbound Southbound Westbound	N/A[2] N/A B, 12, 0.45	N/A
Build Alternative	PHB	Overall Northbound Southbound Westbound	A, 7, 0.45 A, 6, 0.54 A, 7, 0.50 C, 33, 0.29	95th percentile queue 230 feet. Queue contained in available storage and not forecasted to spill over onto tracks.
	Full pedestrian signal	Overall Northbound Southbound Westbound	B, 11, 0.46 B, 11, 0.67 B, 10, 0.60 C, 29, 0.24	95th percentile queue 410 feet. Queue contained in available storage and not forecasted to spill over onto tracks.
Do all the study intersections operate within the City's threshold (LOS D and v/c ratio of 0.90 or better)?				**Yes**

Notes:
(1) Delay is reported in seconds per vehicle.
(2) N/A – Movement is free-flow as movement is not stop controlled.

5.5.2 Bridgeport Way SW/Seattle Avenue SW pedestrian signal

Similar to the analysis described above for the Bridgeport Way SW/115th Street Court SW intersection, analysis was conducted at Bridgeport Way SW/Seattle Avenue SW to determine the appropriate level of intersection control to implement at the pedestrian crossing.

Traffic volumes on Bridgeport Way SW at Seattle Avenue SW are approximately 1,800 vehicles per hour during the p.m. peak hour. The existing and future pedestrian/bicycle activity at this intersection is less than 10 per hour. This level of pedestrian and bicycle activity is not expected to increase substantially in the future as Seattle Avenue SW is a dead end/cul-de-sac, and 123rd Street SW east of Bridgeport Way SW is built out with apartments.

A PHB is recommended when the pedestrian/bicycle volume exceeds 20 per hour (see Figure 5-1 above). While the pedestrian/bicyclist volume at this crossing is lower than this threshold a PHB is an appropriate level of traffic control due to the traffic volumes, speeds, and geometric conditions. Bridgeport Way SW has a posted speed of 35 mph, the roadway is five lanes through this section and carries up to 1,800 vehicles per hour. Pedestrian volumes likely would not increase to a level necessary to install a full pedestrian signal (over 107 bicyclist/pedestrians per hour).

Traffic analysis was conducted for both a PHB and full pedestrian signal, and both conditions operate within the City's LOS and v/c standards.

Table 5-6 Year 2030 No-Build and Build Alternative intersection operations, Bridgeport Way SW/Seattle Avenue SW

Intersection	Intersection Control Type	Approach	2030 p.m. Peak Hour LOS, Delay[1], V/C
No-Build Alternative	OWSC	Northbound Southbound Eastbound	N/A[2] N/AB, 13, 0.33
Build Alternatives	Pedestrian hybrid beacon	Overall Northbound Southbound Eastbound	A, 7, 0.41 A, 7, 0.51 A, 6, 0.37 D, 36, 0.25
	Full pedestrian signal	Overall Northbound Southbound Eastbound	A, 8, 0.41 A, 9, 0.55 A, 7, 0.39 D, 37, 0.27
Do all the study intersections operate within the City's threshold (LOS D and v/c ratio of 0.90 or better)?			**Yes**

Notes:
(1) Delay is reported in seconds per vehicle
(2) N/A – Movement is free-flow as movement is not stop controlled

5.5.3 Surface lot at Lakewood Station

The Build Alternative improvements include a new surface parking lot with up to 80 stalls located northeast of the existing Lakewood Station parking garage. Parking demand and the associated project trips for the surface parking lot were estimated using methodologies established in the Institute of Transportation Engineers (ITE 2019) Parking Generation Manual, 5th edition. The ITE Parking Generation Manual also provides guidance on the time-of-day distribution for parking demand. Based on the additional 80 parking stalls and the ITE land use code #090 (Park-and-Ride Lot with Bus or Light Rail), it is estimated that 50 stalls would be occupied daily with about 14 trips, or 28%, of the parking trips leaving the surface parking lot during the p.m. peak hour. However, for a conservative analysis, it was assumed that all 80 parking stalls would be occupied with about 22 trips, or 28%, of parking trips leaving the surface parking lot during the p.m. peak hour. This increase in trips is within the daily variation and are considered nominal. Figure 5-3 displays the location of the proposed surface parking lot.

Figure 5-3 Proposed Lakewood Station surface lot

For the Build Alternative analysis, the 22 generated p.m. peak hour trips were distributed through the study intersections based on the intersection turning movement counts. Table 5-7 compares the study intersection LOS, delay, and v/c ratio for the No-Build and Build Alternative.

Based on the forecasted trips generated, it is expected that the study intersections would operate similar to the No-Build Alternative and all study intersections would meet the City of Lakewood's traffic operations standards.

Table 5-7 Year 2030 intersection operations with surface lot at Lakewood Station

Intersection	Intersection Control Type	Approach	2030 p.m. Peak Hour LOS, Delay, V/C		Added trips with Build Alternative
			No-Build Alternative	Build Alternative	
Bridgeport Way SW/Pacific Highway SW	Signal	Overall	C, 33, 0.55	C, 33, 0.55	+ <15 vehicles per hour, or <1% of entering vehicles
47th Avenue SW/Pacific Highway SW	Signal	Overall	C, 32, 0.26	C, 32, 0.26	+ <15 vehicles per hour, or about 1% of entering vehicles
Lakewood Station Garage Access/Pacific Highway SW	Signal	Overall	B, 16, 0.28	B, 16, 0.28	+ 22 vehicles per hour, or 2% of entering vehicles
Do all the study intersections operate within the City's threshold (LOS D and v/c ratio of 0.90 or better)?			**Yes**	**Yes**	

5.6 Changes to parking

The following describes the addition of parking at the Lakewood Station and changes in on- and off-street parking to accommodate bicycle or pedestrian improvements.

5.6.1 Lakewood Station improvements – surface lot

This project would provide additional parking with an up to 80-stall surface lot at the Lakewood Station, located northeast of the existing garage. Table 5-8 lists the existing capacity of the Lakewood Station garage, utilization in 2019 (pre-covid) and 2023, and the future capacity with an additional surface lot. The existing vehicle parking at Lakewood Station is not fully utilized. Additionally, there is currently no indication that Sound Transit riders are overflow parking along City of Lakewood streets in neighborhoods adjacent to the Lakewood Station.

Table 5-8 Existing and Build Alternative parking capacity changes at the Lakewood Station

Project	Capacity	Utilization
Existing Lakewood Station Garage	601 stalls	93-96% in 2019 20-31% in 2023
Build Alternative surface lot	Up to 80 stalls	N/A

Sources:
Sound Transit Parking Utilization Report (2019d).
Sound Transit Parking Utilization count data (2023).

5.6.2 Changes to parking – on-street and private property

To accommodate the sidewalk and bike lane improvements associated with the Build Alternative, driveways along Kendrick Street SW and 47th Avenue SW would be upgraded to meet City of Lakewood roadway design requirements in accordance with the Engineering Standards Manual. The City of Lakewood roadway design requires that driveways and driveway approaches shall be combined whenever possible to create the fewest number of accesses onto a street.

In some areas, the proposed changes will mean reclaiming space in the City's ROW currently being used for private use, such as informal on-street parking, business parking, or landscaping. During the next stage of design, the City will work with individual property owners to work out ROW conflicts before construction.

Constructing sidewalk and bike lane improvements in accordance with these standards would change the number of driveways for some private properties and would remove areas currently used for parking when sidewalks are constructed.

- The multifamily apartment building at 10817 Kendrick Street SW has parking perpendicular to the building and street. This parking area is contained entirely on private property and has no formalized driveway access point to Kendrick Street SW. The project would construct sidewalks in front of the apartment and formalize driveway access consistent with City of Lakewood design standards creating a one-way drive aisle with an inbound driveway and an outbound driveway. The establishment of the driveway access points would likely require the property owners to reconfigure the parking from perpendicular to parallel thus reducing the overall capacity.
- Along the west side of 47th Avenue SW between Pacific Highway S and the I-5 bridge, vehicles park outside the fence between the auto dealership and 47th Avenue SW. The fence is located within the private property line thus the parking that occurs between the fence and 47th Avenue SW is partially on private property and partially within City ROW. This area is not signed/designated by the City of Lakewood for on-street parking; however, it is also not prohibited. To construct the proposed sidewalk improvements, the City ROW would need to be utilized, thus removing these parking spaces. There is no impact to private property as all improvements would occur within the ROW and they would not preclude the owner of the auto dealership from reconfiguring the use of the property.
- Several apartment buildings are located along the east side of 47th Avenue SW and do not have formalized driveways or driveway approaches today. At 12701, 12721, 12805 to 12809, and 12915 47th Avenue SW, the improvements would result in the construction of sidewalks and driveway approaches consistent with the City of Lakewood design standards. This would include one ingress and one egress access point at each apartment building, thus requiring reconfiguration of parking within the private property.

Figures 5-4 through 5-7 display where construction of curb, gutter, and sidewalks within the City ROW may change how parking on private property will be accessed. The construction of curb, gutter, and sidewalks also require the driveway access points to be formalized to meet City requirements. These changes are consistent with the City of Lakewood design standards and property development, thus are not impacts requiring further mitigation.

Existing Conditions

Build Alternative

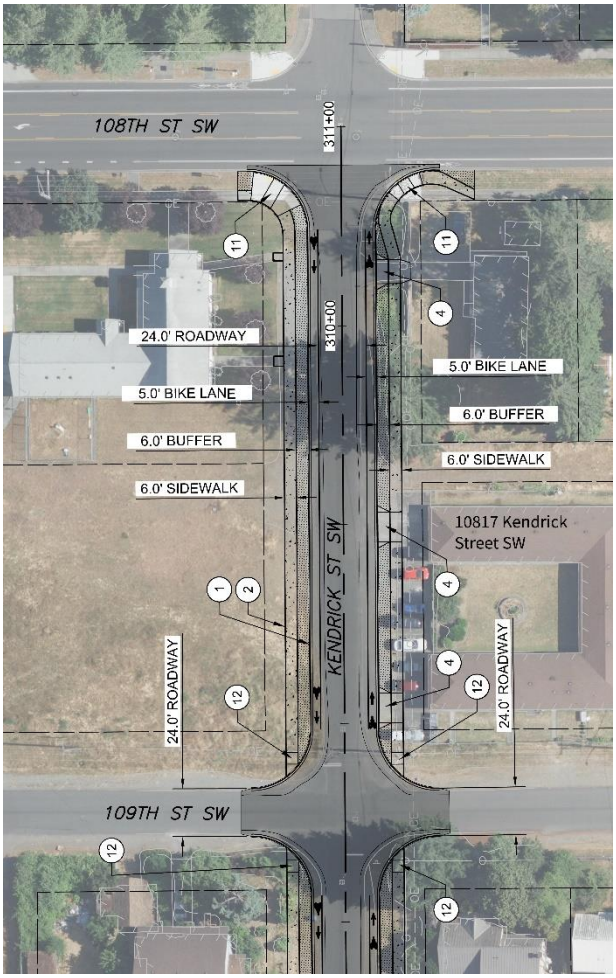

Figure 5-4 Parking 10817 Kendrick Street SW

Existing Conditions **Build Alternative**

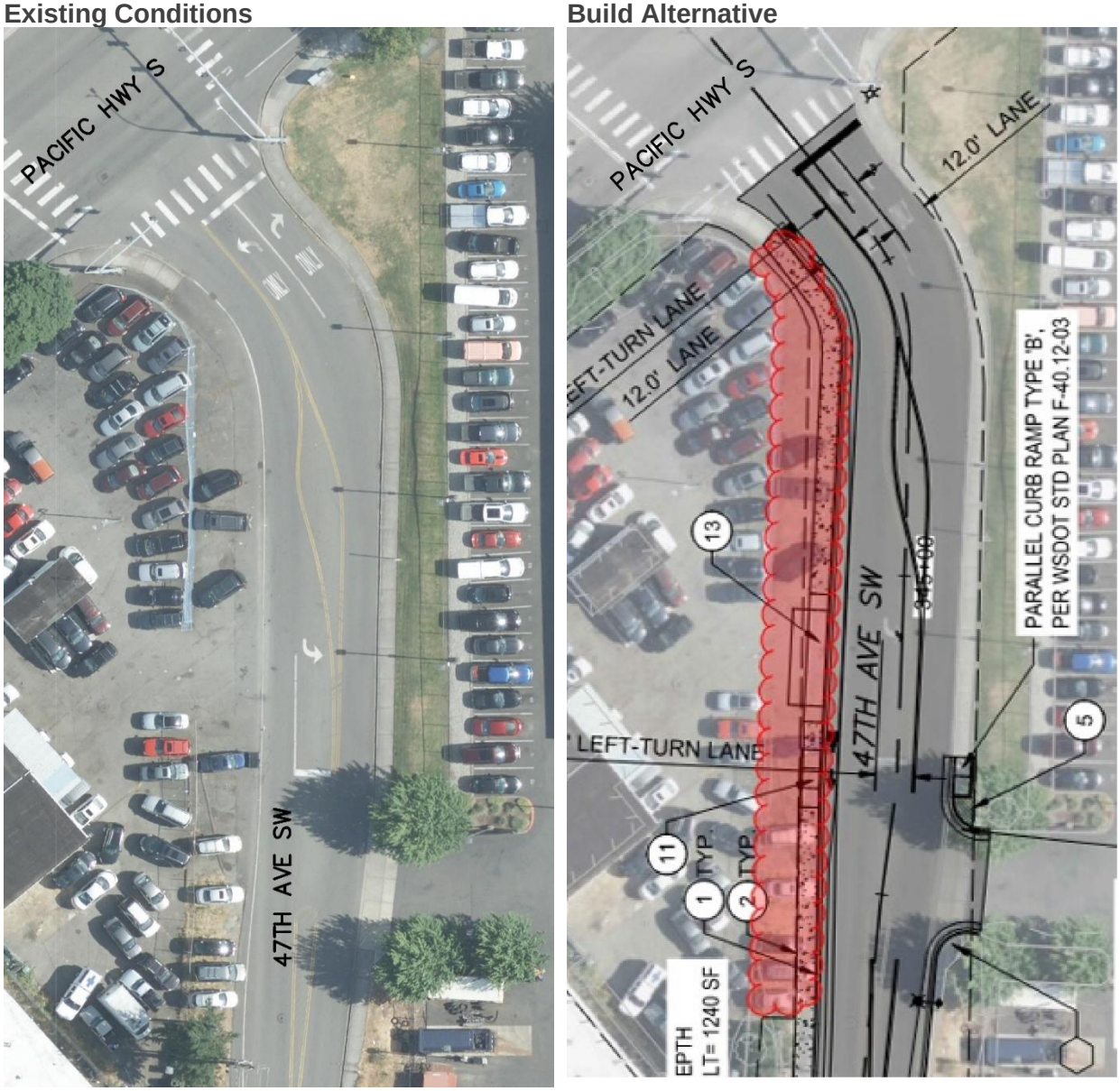

Figure 5-5 Parking – 47th Avenue SW between Pacific Highway S and I-5 Bridge

Existing Conditions **Build Alternative**

Figure 5-6 Parking – 12701, 12721 and 12805 to 12809 47th Ave SW

Existing Conditions

Build Alternative

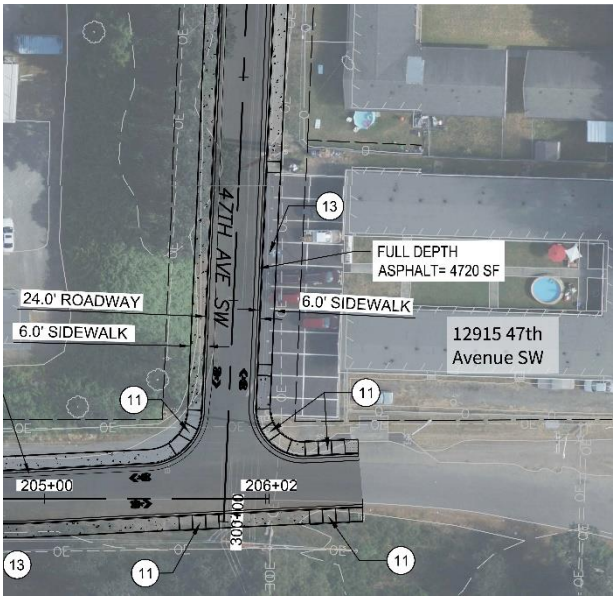

Figure 5-7 Parking - 12915 47th Avenue SE

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